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Application of Tariffs

Within and from the Official and Canadian Classification Territories

PART I

Prepared under the direction of the

*Advisory Traffic Council and by the Board of Authors and
Contributors of The American Commerce Association*

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PREFACE

THIS treatise on the Application of Tariffs, within and between the various traffic territories of the United States, Canada and Mexico, also Intrastate and Interstate Distance Tariffs, Export and Import Tariffs, as far as we know, presents information not available, in any other place, or form, in one publication.

The Interstate Commerce Law makes it unlawful for any common carrier to give, or any shipper to accept, any different interstate rate than that which is published in the tariff on file with the Interstate Commerce Commission at the time the shipment moves.

It is, therefore, apparent that a knowledge of the application and the jurisdiction of tariffs which is necessary for the computation of freight charges within and between the traffic territories, rate groups, and rate construction points in the United States is an absolute necessity, because without this knowledge it is impossible to determine legal transportation charges.

Commercial, industrial and transportation conditions necessitate many changes in the tariffs; but the method of publication and application of these tariffs does not change materially as a general rule. Once knowing the application of tariffs it is not difficult to determine, from the reissues and supplements, the legal rates which are in effect.

The main object of this practical work is to determine what tariff to use and how to apply it. This is one of the

most difficult problems which confronts a man who is responsible for freight charges. In making a shipment from Minneapolis, Minn., to Kalamazoo, Mich., the class rate is published by the Western Trunk Line Committee in Chicago in tariff No. 51 series. How would the shipper in Minnesota know that the legal rate is published in Chicago? If you were to make a shipment from Galveston, Texas, to Havana, Cuba, the classification schedule governing the shipment would be the one published in New York City by the Official Classification Committee. The only way in which the classification schedule or the tariff applying on any given shipment may be determined is by a knowledge of the application and jurisdiction of tariffs which give reference to the classification and exceptions governing them. Without this knowledge the accurate interpretation of legal rates is impossible.

After making a careful study of the application and jurisdiction of tariffs, enabling you to know what tariff to use and how to apply it, then will be taken up the study of the interpretation of tariffs; how they are constructed and published under the Interstate Commerce Law; how to determine the different freight services which are applicable on the shipment; and finally how to determine the total charges on shipments within or between points, in the traffic territories of the United States, Canada and Mexico.

We will first take up a study of the application of tariffs within and from the Official Classification territory where over half of the tonnage of the United States originates.

The relation of rates in this section must meet all necessary commercial, industrial and transportation conditions. The rates are published in certain tariffs which apply to and govern shipments moving between and from points

in this territory, to all other points in the United States. It is of the utmost importance that an intelligent study of the application of these tariffs be made.

This work gives a knowledge of the application of the tariffs within and between the Canadian, New England, Trunk Line and Central Freight Association territories, or, in other words, a knowledge of what tariff contains the legal rate to apply on any shipment moving between or from points in these territories to points in all other territories in the United States.

In order to understand these tariff applications more clearly we shall, in the first eight chapters, make a study of general principles governing freight charges.

This will include a description of the different kinds of transportation agencies; of the various kinds of freight services required by shippers; of the different factors which enter into these freight services; and of the different kinds of freight charges. We will also give some attention to the reasons for different kinds of rates in the tariffs. This will be followed by a general description of the construction of rates within and between the defined traffic territories.

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CHAPTER I.

TRANSPORTATION RATES AND PRINCIPLES.

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CHAPTER I.

TRANSPORTATION RATES AND PRINCIPLES.

The revenue necessary to carry on the operations of the common carrier by rail must be derived from the traffic it transports. The carrier may not content itself with a revenue which permits only of meeting its vital operating expenses and fixed charges. It is intensely interested in earning a return upon the investment which gave it existence.

Let us view this important situation exactly as it confronts the stockholders and bondholders of the railroad, as a business venture, before we are carried away with the oftentimes porous reasoning and cant of the reformer and publicist. A railroad is capable of furnishing and selling transportation, and nothing else. The railroad plant—that vast structure of roadbed, tracks, motive power, equipment, buildings, structures, etc.—requires stupendous amounts of capital and money for so-called working fund, and unless its traffic is sufficient to sustain its operations, that great plant becomes worthless. Unlike an industrial plant, unless it is operated as a railroad, it is useless for any other purpose. Not even the land upon which its rails rest can be put to any other use or profitable purpose because of its unusual topographical nature. And its equipment can serve no purpose save that of transportation.

A manufacturing plant may be shut down when business is slack; not so the railroad. Once its operations cease, it is nothing. Thus at the very base of operating railroad existence lies a necessity which begets competition. A

railroad must be run, despite the fact that it pays no dividends, nor fixed charges, nor, perhaps, operating expenses in full. It must have revenue; therefore, it must have traffic. From its very inception the railroad must compete for traffic, and, in the last analysis, its only constant and fixed competitive force lies in its rates. Through its rates the influence of competition, sometimes viciously apparent, again but subtly felt, must be exerted to bring traffic to its rails. It is axiomatic, therefore, and an economic principle peculiar to the railroad business, that the greater its traffic in quantity, at any margin of profit, the greater assurance of the ultimate success of the railroad. The great principle of rate-making in the past upon American railroads obviously has been the basic one of revenue production. The revenue standpoint of rate-making is ever present in the first instance, as the measure of necessity; the commercial and traffic standpoint—the public-interest standard—as the measure of reasonableness.

It must be conceded that in the past railroad freight rates in this country have not been established upon an altogether scientific basis, but were made as nearly scientific as the geography of the country and the construction of the roads would permit. While it may be true that many traffic officials of the old school, empowered to make rates, fixed their rates without proper inquiry as to the total amount of revenue which ought to be produced, or as to the just part of the revenue burden a particular commodity should bear, they were not acting blindly, but were actuated by revenue necessity to employ all of their resources to impel traffic to their lines. In so doing they had in mind the upbuilding of their railroad and its future revenues. They obeyed a principle, sometimes scorned in our present-day rate adjustments, of conserving their revenues as a whole, with a foresight guarding against the

gaunt financial aspect of some of our principal railroads at the present time. Even a bankrupt railroad must have traffic, and it may cut deeper into its rate standards than the prosperous line needs to. An unprofitable rate is acceptable in such extremities if it brings the traffic. That the permanent investment must be saved to the railroad is a principle as morally efficacious as the safeguarding of the capital and plant of the manufacturer; but, in the case of the railroad, it must be accomplished through the pecuniary yield of its traffic.

Traffic obeys the impulse of competition. The rate which induced the coming of the traffic in the first instance must conserve its retention. Here the revenue principle and the commercial and traffic principles meet. And they must converge toward a common end—the inducement of the largest and freest possible movement of traffic and the generation, for the carrier, of an adequate revenue for its service in that movement.

It is because of these fundamental conditions that the determination of the reasonableness of a single rate, measured from strictly a revenue standpoint, cannot be satisfactorily realized. Nor is it fair that the reasonableness of a single rate should be determined solely from a commercial or traffic standpoint. The diversity of traffic, the complexity of commercial and industrial conditions, the geographical and topographical location of the railroad, all tend to demoralize scientific divisibility of revenues upon a single commodity or shipment basis.

Your approach, therefore, to a study of rates and their functions, with the purpose in view of determining their reasonableness, must be along broad lines. The general rate structures of the carrier must first be analyzed from both revenue and commercial and traffic standpoints, and an intelligent knowledge of the relation of the single rate

to the general rate structure obtained. Thus, and thus only, may the two controlling principles of fundamental rate-making be dealt with equitably in an inquiry into the reasonableness of the rate per se.

§ 1. Primary Elements of Rate Construction.

It is so well settled in law that a railroad is entitled to so adjust its rates that they will produce a revenue sufficient to extend a fair return upon the legitimate investment in the railroad plant, that you may accept the statement affirmatively, as a principle in rate-making, that the carrier is entitled morally and legally to a profitable rate. Many authorities insist upon such return being based upon the value of the carrier's property devoted to the public service of transportation. This is well put, provided those authorities would arrive at some consistent standard of valuation. It would seem, however, much more accurate and comprehensive to use the basis of the "investment in the railroad plant," for each part and piece which goes to make up a going railroad is devoted to the public service.

The first inquiry to be made is, what amount, in the aggregate, is the railroad entitled to earn upon its entire business? If we separate the passenger traffic, the inquiry should be as to the amount the passenger business should return; likewise with respect to the freight traffic.

The freight traffic of the carrier is made up of a great variety of articles, and the inquiry should be as to the amount each kind of freight should return. In its first analysis, this freight traffic is divisible into two extremes—those commodities which are practically unaffected by the amount of the rate, and those commodities which may only move on extremely low rates. To provide a meas-

ure or standard for the rates of either class we must turn to the service itself.

To determine the profit in any enterprise, the cost of operation, etc., must first be ascertained. It is not less so in the case of railroad profits. If each freight rate is to be remunerative, the cost of the service for which it pays must be arrived at and profit added thereto. An economic analysis of all railroad operation shows that expenses are fixed and are largely independent of the amount of the traffic. That the cost of operation and the fixed expenses of the railroad plant bear no fixed relation to its income are well known facts.

The expenses of a railroad are composed of two classes: The fixed expenses, or "fixed charges" as they are called, consisting of payments for interest upon funded and floating debts, rentals, taxes and sinking funds. Interest upon the funded debt of a railroad company is a fixed charge in the nature of an operating expense, and this interest should be as low as possible. In recent years railroads have been able to reduce this expense by savings in the interest rate. In 1895 the average rate of interest paid by railways in the United States was 4.69 per cent. In 1909 this had been reduced to 3.90 per cent. The size of the railroads' funded debt in the entire country may be better appreciated by the fact that this difference of 0.79 per cent in the interest rate made a saving, represented in money, of \$77,000,000 in one year. Unfortunately, because of the unscrupulous methods of financiering indulged in by stock jobbers and manipulators, the history of railroad securities has shown but slight tendency toward a reduction of this interest rate. Railroads have been wrecked solely for stock manipulating purposes. In recent years, however, the dawn of a new era is believed to have arrived, when the investor in railroad securities may be assured that his

money is being invested in the property against which his security stands. In this way, a lessening of the interest rate came about, then rates for a time increased, though a further reduction may be realized later.

There is absolutely no accurately fixed ratio between operating expenses and the several items of fixed charges, but the fixed charges, averaged on all railroads in the United States, amount to approximately 22 to 25 per cent of the aggregate expenses of the railroad. This ratio has at times been reduced by the lowering of the interest rate and through reorganizations along improved lines of efficiency and the substitution of stock issues for bonded indebtedness.

Operating expenses represent expenses which fluctuate and vary with the volume of the traffic handled and transported, but it must not be understood that all operating expenses are variable. Some are not. Take, for instance, the administrative expenses of the railroad. This item of expense is affected but slightly by changes in traffic. The general expenses, including administrative expense, department organization expense, accounting, and legal expenses, are constant, being practically the same from month to month. They are not affected by material increases or decreases in traffic. These general expenses amount to about 3 per cent of the gross expenditures.

The maintenance of way and structures of the railroad constitute an item of expense which does vary with the tonnage of traffic handled. An apparent paradox exists with respect to this item of expense. The cost per mile varies with the nature of the railway construction. The unit of cost on a road of dense traffic is less than on a line whose traffic is light. On the road having the dense traffic the total cost of maintenance may be greater than on the lesser burdened road, but the greater tonnage of the pros-

perous line reduces the unit of cost below that of the light tonnage road. Experience proves that this varying item of expense averages about 16 per cent of the gross expenses.

Included in this item is the cost of structures, such as buildings, bridges, signal bridges, culverts, ties, fences, ballast, rails, etc. The passage and handling of traffic only wears out the rails and the floors and platforms upon which the freight is handled. This is a fluctuating expense. The effect of weather conditions upon the structures is in no wise affected by traffic changes, and, therefore, becomes a constant expense. This 16 per cent of maintenance of way and structures expense is divisible into constant and variable expenses of a ratio of 8 to 5, or 10 per cent constant and 6 per cent variable.

The next item of expense encountered is that of maintaining and renewing the equipment of the road with which the traffic is moved. This item, of course, varies with the amount of traffic, but not directly. It wears a car out just as much to carry half a load as a full load. An engine suffers but little less wear and tear from hauling ten cars than from pulling thirty cars. But every time the engine moves or the car is hauled, its wear and tear amount to something. When the equipment is worn out, it must be discarded and new equipment put in its place.

In the last few years equipment dimensions have so changed that many cars and locomotives have become obsolete though by no means worn out. Improvements have to be made constantly.

Authorities on this class of expenses apportion them equally between constant and variable expenses. The cost of maintenance of equipment averages approximately 14 per cent. Divided equally, it becomes 7 per cent of constant and 7 per cent of variable expenses.

The last item to be considered is that of conducting transportation, which may be considered to include the receiving, handling, carriage and delivery of the traffic. This includes such items of incidental expenses as station expense, supplies, wages and movement expenses. Dividing this item into two parts, that of station expense and movement expense, it is obvious, of course, that the station expense is not appreciably affected by increases or decreases in traffic. The office force necessary for the handling of traffic must be maintained whether traffic is light or heavy, for when traffic increases but slight increase in office help is made. This expense, then, is practically a constant one. The cost of movement varies with the fluctuations of traffic, but still a certain portion of this expense remains constant, for the reason that if a train is run at all its expenses, up to a certain limit, are not appreciably affected by the fact that it is partially or fully under load.

The statistics of railways in the United States show an average of about 42 per cent of total expenditures for cost of conducting transportation. And this per cent of expenses is divisible into portions of $33\frac{1}{3}$ per cent constant and $66\frac{2}{3}$ per cent variable.

In summarizing these averages of constant and variable expenses, we find that 59 per cent on the average of the expenses of a railroad are constant. This means that they are in the nature of fixed charges, which accrue and must be met irrespective of the amount of traffic the road is handling. Forty-one per cent, on the average, of expenses of the carrier vary with the differences in amount of traffic.

The next interesting question which confronts you is, how do they vary? And the further query, can this variation be satisfactorily computed? The only answer to the

latter inquiry is that they may be computed with a reasonable amount of accuracy by close approximation. Since it appears that an average of 59 per cent of all railway expenses are constant and do not vary, it is giving the benefit of the doubt to the varying expenses if we assume that these items apportion one-half to each. With that assumption our problem is simple. We know that until we exceed the capacity of the railroad the constant expense will not increase. Therefore, we have to deal with that half of expenses which varies with the traffic. Assume, therefore, that the traffic is increased five times or from 1,000,000 tons to 5,000,000 tons. Let us assume that "x" represents the gross cost of the railroad operation when the traffic amounted to 1,000,000 tons. Now, we know that $\frac{1}{2}x$ represents a constant expense which does not vary, so we have this known quantity to start with in ascertaining the cost of handling the 5,000,000 tons of traffic. To this we must add the varying expense for the extra 4,000,000 tons, or a total of 5,000,000 tons. Now, instead of multiplying the x amount of expense by five, because the traffic has been increased five times, we know that these expenses will not increase in that ratio. So, we add five times the varying expense which is represented by $\frac{1}{2}x$ to $\frac{1}{2}x$ which is the constant expense, and we find that the total expense will be $3x$ instead of $5x$. Therefore, it is apparent that if the total expenditures of the railroad when it handled and moved 1,000,000 tons of freight was \$500 per mile, its expense when handling five times that amount of tonnage is \$1,500 per mile. In the first instance the constant expense was computed at \$250 per mile and in the latter case at \$750 per mile.

We come now to the second great principle of rate-making and construction, and that is a revenue principle, also—that after the fixed expenses of the railroad are

made increase in traffic directly affects increase in profit. In other words, the lowering of the rate levels, when applied to 1,000,000 tons of traffic, produced only sufficient revenue to meet the gross expenditures of the road, leaving no profits; by the inducement of increased traffic to the railroad profits are developed because the variable expenses only increase in inverse ratio to the increase in the traffic.

Possibly it is best to resort to illustration again. In order to meet its gross expenditures in handling and moving 1,000,000 tons of traffic, which amounted to \$500 per mile, we will assume that the railroad had to charge an average of five cents per ton per mile. If it had continued to receive five cents per ton mile for hauling the increased tonnage of 5,000,000, its revenues would have leaped up to \$2,500 per mile, while expenses, although increased, would have stopped at \$1,500 per mile, and the profit would have amounted to \$1,000 per mile, or a per cent of profit in utter exaggeration of anything like actual railroad profits. However, in the illustration, the large differences in figures are employed in order to emphasize the approximate ratios of fixed and variable expenses and the effect of traffic increases upon gross and net revenues.

It is apparent, therefore, that no great danger lies in the reduction of rates when such decline results in an appreciable increase in the traffic moving under such rates. This may answer an apparent paradox in rate-making in the past. Long and insistent has been the cry of the carrier that a rate, the moment it is reduced by any agency other than itself, becomes unremunerative because it does not afford a return on the carrier's investment devoted to the public service. And then is brought to mind the apparently reckless manner in which traffic officials, before the days of strict regulation, were wont to cut rates without any

evident qualms as to the effect. The explanation is simple enough. The traffic official was not unmindful of the effect of his rate-cutting upon revenues, nor was he unmindful of the principle just described which made of his reduced rates traffic-impelling factors, and by the resulting increase in traffic he saw revenue increased. His attitude toward regulation is explained in his desire to establish inflexible precedent by preserving unmolested the levels of his rate structures and to hold his non-competitive traffic to the highest rate level possible and compatible with maximum movement of such local traffic.

It is but one step further, in this deductive analysis of the principles underlying rate-making by the carrier, to find that the rate structure of the carrier is subject to a "law of increased returns." This is a principle well worthy the consideration of those who are charged with the great responsibility of making or regulating freight rates. It is in obedience to economic law that an increase in the traffic of the railroad calling for a service within the capacity of the railroad plant to furnish—the rates remaining the same—will result in a constantly increasing ratio of profit upon the investment involved in the plant.

When a railroad is first put into operation no one knows the amount of traffic which may be secured. Estimates may be made on a fairly accurate basis. Its initial traffic comes to it because of its nature as a commercial highway. There is about every railroad an area of territory in which the traffic is naturally tributary to it, and such traffic being non-competitive will move on any rate, so long as the rate level is not so high that it destroys the market for such traffic. In other words, when the rate exceeds, or even equals, the difference between the cost of production and the value of the commodity at the market, even non-competitive traffic will cease to move. So, there is a maximum

limitation beyond which the railroad's non-competitive rate structure level may not go. From an economic standpoint the railroad should stimulate the movement of the greatest possible amount of the traffic in the area naturally tributary to it. In such a territory natural resources often exist which, if developed and given a market, afford an attractive tonnage. Thus, if the coal is mined, the railroad must adjust its rates thereon so that the coal may reach markets and compete with other coal. So with the lumber from the forests, the stone, ores and minerals.

A further principle of rate-construction becomes evident at this point. While there is no competition with another railroad for the products of the mines, the forest and the quarries which lie in the natural tributary belt of a carrier, competition arises when these products reach their primary markets, and the rate adjustment of the carrier must be brought to an equalizing level with other rates. Here again is an economic limitation interposed to the level of rates, else the traffic will not seek the markets.

While it is axiomatic that lowering rate levels stimulates traffic movement, when traffic is moving at its maximum it is not necessary to lower further rates. It is obvious that if a railroad is transporting all the coal that the mines on its line can produce, all the lumber that the saw mills can cut, it can not increase such traffic by lowering the rates. In fact, if the rates were removed entirely and the traffic carried free, no more coal can be obtained from the mines than they will yield.

This principle is of much farther-reaching effect than is at first apparent, and it demands intelligent consideration. Productivity limits the buying and selling power. It affects the incoming shipment. The coal operator can not buy more supplies than his coal will pay for, no matter how low the rate on such supplies may be. The neces-

saries of life would feel but slight decrease, if any, if they were carried free of charge. Thus, we have a measure of traffic which is a measure of rates. The productivity of a traffic area limits its possible traffic, and if all the rates were reduced to nominal, that possible traffic could not be increased. But the real incentive of the railroad rate-maker is so to adjust his rate levels as to stimulate that possible traffic to the maximum productivity of the area.

As soon as the railroad seeks traffic beyond this naturally tributary traffic area, it enters the field of competition. Here the level of the rate is more often dictated by competitive necessity than by any economic standard. But, lest we overlook the principle of increased returns, the lowered rate to procure the competitive traffic is in furtherance of the rule that increased traffic increases the ratio of return.

With these general observations of the principles and axioms of the carrier rate-maker, we return to our first inquiry—how much is the railroad entitled to earn and upon what shall its earning power be based? Until an approximate realization of that return which the railroad is entitled to earn can be reached, the function of the rate is nil.

With respect to its non-competitive traffic, the railroad is a practical monopoly, but a monopoly that need not necessarily be injurious to the public. Railway competition has not always been beneficial to the shipping public; indeed, it has been ruinous to industrial and commercial interests almost as often as it has been advantageous. The fact that the railroad is fundamentally a monopoly as to its non-competitive traffic, rendering a service to the public which can not be procured elsewhere, in no wise justifies it in imposing rates which will yield more than the railroad's legitimate expenses in rendering the service and a fair

return upon the capital invested in making possible the rendition of the service. On the other hand, its fulfillment of a public function of the government requires also that its charges shall be reasonable and free of undue discriminations.

The question of what the "investment" of the carrier shall be construed to include, is much too mooted a query at the present time for us to more than venture what is apparently the accepted analysis of this "investment" by the best authorities.

The value of the investment upon which the railroad is entitled to earn a fair return is determinable from close approximations of the following items:

- (a) Original cost of constructing the railroad;
- (b) Cost of permanent betterments and improvements;
- (c) Estimated cost of duplicating the railroad plant in its present condition; and
- (d) The par and market values of the railroad's stocks and bonds.

(In this connection, see Nebraska Rate Case, 169 U. S. Rep. 546, and the future reports of the newly created Board of Appraisalment and Valuation of Railroads and Their Properties, a body which has been created and headed by Former Commissioner Prouty, as an adjunct of the Interstate Commerce Commission in its great task of ascertaining a proper and equitable adjustment basis for railroad freight rates in the United States.)

The natural impulse is to add the first two items together—the original cost of construction and the cost of the permanent improvements—and declare that to be the value of the investment in the railway plant. But such a valuation would be less than a fair approximation for two reasons: (1) A particular railroad may have been most economically constructed, and then operated under a

regime of extravagance and waste; or it may have been constructed with lavish and unnecessary outlays of the stockholders' money, and thereafter operated by a strictly economic and efficient management; and (2) it may have been constructed or its permanent improvements added during a period when the cost of the materials was vastly different from their cost at the present time. In these latter years the cost of materials consumed in railroad construction and betterment has increased largely over the cost a decade or more ago, and the cost of these materials thirty years ago would offer but little assistance in determining the value now. A valuation of the investment thus arrived at—combining the cost of the original construction and the cost of the permanent improvements and betterments—would be manifestly unfairly low to the stockholders of the railroad, whose right to enter the railroad business as a profitable business venture is undeniable.

The "cost of reproduction" used solely as a basis for valuation is likewise unsatisfactory, because of the impossibility of establishing the value of the investment when inclusive of the large amount of "incidentals" of expenditure embraced in the construction and improvement of a railroad. Again, on this basis, we are confronted with the impossibility of reconciling values of the past with values of the present in duplicating a railroad plant originally constructed years ago.

The stocks and bonds of a railroad should indicate with most accuracy the value of the railroad plant, for they really represent what the railroad should sell for. But here again we encounter a degree of uncertainty in the possibility—or, perhaps, the probability—of watered stocks and securities resulting from over-capitalization. These stocks and securities may represent money presumed to have gone into the railroad plant, but which, in fact, never

did; and the bonds may represent a capitalization in advance of anticipated profits.

By giving close consideration to the facts and conditions pertaining to a particular case and arriving at a fair approximation of the cost of the original construction, the cost of the permanent betterments and improvements, the probable cost of reproduction of the railroad plant, and then ascertaining the average price of the stock and bonds of the railroad during a sufficient period to give normality thereto, the rate of interest on the bonds and the dividend rate on the stock, if any, a fairly accurate approximation of the real value of the railroad plant may be obtained. With the determination of the value of the investment comes a measurement of the earning power of the railroad.

The conceded measure of return which the railroad is entitled to earn upon the investment value is a "reasonable and fair" one. But we are again confronted with terms of uncertainty and indefiniteness; nor may we look for any fixed standard by which to measure this return in certain terms. This degree of return is best defined by saying that the railroad is entitled to earn a total revenue which will compensate it to the extent that the same energy expended in other branches of industrial activity would compensate an industrial enterprise.

It would be unsafe to leave this subject without further stating that it is not the purpose of these last few paragraphs to disparage the principles and theories of rate-making and rate adjustment which are commended and followed by the Interstate Commerce Commission and numerous state commissions. It has been the intention rather to open your eyes to the real purposes—the primary functions of carrier-made rates—in conserving the private investment in the railroad plant by maximum stimulation of traffic, and the principle of private gain—and by that

is not meant an unwholesome aim, but a principle in accord with recognized business ethics—which underlies many of the freight rates now in effect which have not been and may not for years to come be scrutinized by the regulating authority. Obedient to the purpose for which these rates were made they conserve primarily the revenues of the carrier by their effect of impelling and stimulating traffic.

We are laboring at present in a period of economic unrest, the result of the natural disturbance caused by a great reform movement. New principles have been and are daily being evolved, and in the working out of the great plan of government regulation of interstate and state transportation agencies, it may be that scientific rates serving all of the demands of revenue, commerce and traffic, will become a prosaic fact of the future. But that future is yet somewhat distant. If we are to deal with facts as they confront us, we must deal with these principles of revenue and potential traffic which governed the construction of rates in the past. That such a principle had but slight application to that unfortunate class of weak, semi-bankrupt railroads which were fed from traffic pools and bled by means of revenue pools, must be conceded; but the railroads which were free to develop as business enterprises did so through the development of their potential traffic. The fact we must accept today is that this potential traffic is the corner stone of 75 per cent of the freight rate structures now in effect.

§ 2. Theories of Rate Making.

Dreamers and poets have frequently given voice to theories in one age that have become the science of the succeeding era. So, in dealing with the rate-making theories of the economists and reformers of the present day, it is not meet that such theories be cast aside as

impractical or absurd simply because they do not fit into the general scheme of freight rate construction as practiced in the past and at the present time. In many instances any of the advanced theories of rate-making would bring about more equitable results than are obtained from the present rate-making methods of the carriers; but the advancement of these theories has always been met with the unusual and exceptional situations which rendered their application apparently impossible.

Nevertheless, four distinct theories of rate-making merit serious consideration. They have come to be known as the "cost of service" theory, the "value of service" theory, the "value of the commodity" theory, and the "public utility" theory.

The "cost of service" theory is the most often put forward. It means that the cost of producing and rendering the transportation service, plus a fair return on the investment of the carrier in its transportation plant, should be the measure of the rate. As is obvious, such a theory deals with the value of rates per se. Each rate must be so constructed that it affords a fair profit to the carrier, irrespective of what the effect of such a rate might be on the movement of traffic.

Under such a system of rate-making the great groups of low-grade commodities, making up the staples and necessities of life, could not move at all. If adopted, the application of such a system of freight rates would have to be tempered with modifications. Under present industrial, commercial and transportation conditions, these modifications would have to be of such a nature that the cost of service theory would cease to be even a principle in the actual construction of the rates.

The result of a strict adherence to this system of rate-making would be that articles of small bulk and great value

would move on lower rates than articles of large bulk and low value. The wheat, corn, coal, iron, oil, cotton—the actual necessities of life—would be compelled, because of their greater bulk, to pay higher rates than the highly-valued articles, which are at best mainly of a class of luxuries consumed by a certain class.

The added cost of transportation thus distributed would increase the cost of these articles to the extent of curtailment of their consumption. The direct result of this would be a lessened production. A restricted productivity is disastrous alike to carrier and shipper. Under conditions as they now exist in this country it is quite evident that the theory of cost of service as the absolute basis of rate-making may not be employed with beneficial or practical results.

The “value of service” theory is two-fold in its character: (1) It may indicate the value which the service of transportation adds to an article in the creation of or the enhancement of the price of an article. Without the transportation service a particular article might have no market; hence, no price; and consequently, no extensive production. If an article has no market, it has no selling price; and, therefore, the transportation service which gives it a market accords it its only value. Strictly applied, the theory would fix the rate at the difference between the cost of production of the article and its selling price, less a reasonable profit to the producer. There are many classes of traffic, however, to which this system of rate-making could not be applied with anything like reasonable results. First, for illustration, take that class of articles which move about the country but which are not transported for purposes of speculation or sale. What value can the transportation service add to such articles? It certainly can not be computed. It lies wholly in the mind of the one who

causes the article to be transported. This point is usually met with the argument that if a commodity is being transported for personal or private purposes, and not for purposes of speculation, it is of little consequence what the amount of the transportation charge is. This is true, within certain limits, for such transportation is actuated solely by the personal desires of the shipper and not by the necessities of trade.

Further, this theory of rate-making would make the rate the difference in price of an article at the consignment point and the selling point. But, logically, is that difference in price the value that the transportation service added to the article? It can not be so, because were that the case then the rate would depend upon a difference in price which the rate itself created, and the carrier would absorb practically all of the profit resulting from the sale of the article after it had been transported. And naturally there would be little incentive to give property over to transportation if all of the difference in value resulting from the act of transportation went into the cost of the transportation service.

(2) This system of rate-making might fix as a basis of value of the service the value which the shipper in his own mind attaches to the transportation service. The impracticability of this basis of rate-making is so apparent that it is needless to give it further discussion.

Another theory of rate-making is that making the value of the article itself the basis of the rate. This brings us at once into the realm of relative rates. This theory of value of goods is hardly entitled to consideration as a distinct theory of rate-making by itself. It is really a part of the theory of value of service, but there are those who claim for it the dignity of a distinct theory, presumably on account of its opposition to the cost of service theory. As

explained in the discussion of the cost of service system, the low-priced-bulky articles would have to pay the higher rates, and the high-valued-small articles the lower rates; but, under the value of goods theory, the opposite effect is reached, for then the low-priced-bulky commodities would pay the lower rates and the high-valued-small articles the higher rates. From an economic standpoint this theory would seem to meet both social and industrial ends. But the real trouble with the theory is that it is not a basis for anything, but rather a method of applying some other basis. Thus, if applied in connection with the basis of rate-making provided by the cost of service theory, it might serve some definite purpose in the relative adjustment of rates between articles of pronounced difference in values. It is, however, unacceptable as a fundamental basis of rate-making.

The "public utility" theory is the ideal of the economists, and in many respects is deserving of serious consideration by the rate-maker in view of present-day tendencies in rate regulation. It is regrettable that this principle is somewhat in advance of the times. It deals with the rate problem from the standpoint of broad principles of conservation of public interests—the social, political, industrial and commercial welfare of the whole people. This principle, with its great civic tendencies, is forcibly described by Professor Smalley, in his admirable treatise on "Interstate Transportation":

"The industrial, social and political welfare of the community must be the high aim of the maker of railway tariffs. Thus, on this principle, rates should be devised to stimulate industrial enterprise, develop, yet also conserve, natural resources, provoke and maintain fair and healthy competition throughout the business world,

making monopoly impossible, facilitate the easy movement of labor, encourage the settlement of new land, prevent undue congestion of population in great cities, enlarge the opportunities of rural life, promote political unity, and stimulate intercourse between different parts of the country, thus diminishing provincialism and sectional interests and improving the customs, the manners, and the sentiments of the people. . . . These and similar ends should be kept in mind, while, if sound public policy seems to demand it, others may also be regarded, such as the protection of home industry by adjustments of import and export rates, as is done in Germany, the strengthening of the military position of the country, and the like. The railway in short should be treated as if it were just what it is—one of the most potent conceivable instruments for the advancement of the general welfare.”—Interstate Commerce Transportation, by Harrison S. Smalley, Ph. D., Chap. III, Part II —“Theories of Rate-Making,” p. 45.

This theory gives vast scope to the governmental function of which in reality the railroad is charged with the fulfillment. Under such a system every possible agency in transportation would be employed for the greatest possible good of the public. It seems a misnomer to call it a principle—it is rather an ideality. Or we might say the millennium of railroad rate-evils.

With the peculiar legal status of the railroad freight rate as involving a property right of the carrier, and the conditions of our present transportation problem, the working out of this socialistic theory of rate-making is confronted with an insurmountable barrier of the law. While the theory lends itself to the greatest possible conservation of the public's good, it fails to conserve or safeguard the

interests of the carrier. The investment of private capital in the transportation enterprise, to which the state has delegated the right to construct, maintain and operate a railroad for hire, creates a property right in the carrier which is just as sacred in the law as the welfare of the people.

This principle of public utility in rate-making does not give recognition to the law's guaranteed right of the stockholder to receive a return on his investment—the right of the railroad to earn a reasonable profit on its invested capital. For this, if for no other reason, the public utility theory of rate-making can not be employed as the absolute basis of rate-making until a new adjustment is achieved in the relative rights of the owners and the public in the agencies of transportation. It may, however, and in many instances should, be resorted to in the relative adjustment of general rate structures.

You have had pointed out the prominent defects of these theories of rate-making. Each of these theories has its supporters among earnest thinking publicists and even among men of long railroad and traffic experience; but the impossibility of any one of them being adopted as the absolute basis of rate-making under present conditions must be conceded. Yet it may happen that out of a blending of the more efficacious features of all of them will arise an economic system of rate-making sufficiently flexible to meet the needs of all.

§ 3. The Principles of Rate-Making Followed by the Interstate Commerce Commission.

We have given consideration to the actual methods of rate-making pursued by the carriers in the past, out of which our heritage of present-day rates has come; we have examined briefly the four principal rate-making theories of

the reform element, and we now direct your attention to those principles of rate-making which the Interstate Commerce Commission has evolved in its adjustments of rates which have been in controversy before it. Its regulation of rates can not be said to follow any distinct rate-making theory, and the Commission has frequently said in its opinions that it did not feel bound by the cost of service theory in fixing a rate for the future. It is only through a painstaking scrutiny of the reports of the Commission that the extent to which it has followed the "cost of service," or "value of service," or any other distinct principle of rate-making can be determined. Probably the most comprehensive comment that could be passed upon the rate adjustment work of the Commission is that it has been an ameliorating process of blending revenue, commercial and traffic requirements into an equitable result consonant with the spirit of the law and the necessities of the carriers and the public.

The Commission recognizes no fixed standards of rate-making. It deals with each problem which is brought before it from the standpoint of the facts and circumstances peculiar to that particular case. It proceeds upon the theory that equity does not always mean equality nor discrimination, injustice.

The Commission is called upon to deal with rates as they exist, and in so doing ordinarily considers them, not only from the revenue standpoint, but with respect to commercial and industrial necessities. At the same time the law is now well settled that there is a limit below which the revenues of the carriers can not be reduced by public authority. Even if there were no such constitutional limitation, it would nevertheless behoove every regulating body to permit the existence of such rates as will yield just earnings to the carriers. The question of revenue as a

factor in rate-making is recognized by the Commission as fundamental and ever-present in its deliberations upon the reasonableness of rates, although it may not be a controlling factor where single rates are concerned.

Railroad freight rates affect all classes of society, but, of course, in different ways. The investor in railroad securities desires that the rate be liberal or at least remunerative, in order that the integrity of his security may be protected. The railroad employe believes that the rate should be remunerative to the point where the employer has ample earnings, so that he may obtain a larger share for himself in the shape of increased wages. The railroad supply house approves very remunerative rates, because higher rates insure better business for it, since the carrier may proceed with betterments and improvements demanded by the public.

On the other hand, the manufacturer insists that higher rates mean to him a higher cost of production of his goods and less profit in the operation of his factory. The plaint of the merchant is that to increase the transportation charge is to increase the cost of his commodity and therefore to restrict his profits if not his sales.

The Interstate Commerce Commission must stand for the entire public, including the railways. It can not accede to the mere wish of any class; it must recognize the just demands of all classes; and it must have in mind those who do not appear, as well as those who are represented before it.

As we do not find strict adherence to any distinctive rate-making principles in the work of the Commission, but rather a broad interpretation of the spirit of equity in the Act to Regulate Commerce, those principles of rate-making and construction developed and followed by the Commission will be concretely brought forth in the

subsequent treatment of rates and charges and their regulation.

§ 4. Revenue Standards.

It might reasonably be assumed that during the last fifty years the operation of railroads in this country would have developed certain standards of revenue, such as revenue standards per unit of tonnage, service or distance. It is also reasonable to conceive of a standard of revenue bearing relation to expense of operation for some fixed unit of traffic or service. Such has not been the case, however, except in the sense of mere approximations. Many causes exist for this peculiarity in our largest business, notably the lack of systemization. Prior to the advent of the Interstate Commerce Commission the railroad business was the most unstatistically analyzed operation in the country.

Since the affirmative regulation of the railway carriers by the national government, steps have been taken to bring about working standards of both service and charges in rail transportation, and a more or less definite course of averages has been produced. So far as these averages go, they include and constitute all the standards of revenue there are. Even these averages, such as they are, establish certain uncontrovertible facts from which definite inferences may be drawn.

For a long time the comparative unit in traffic revenues was the "ton-mile," which represents the haul of a ton of freight one mile. Thus, when used to designate a revenue unit, it represented the average revenue per ton-mile, which result is obtained by dividing all the freight traffic revenues by the result obtained when the haul of all the freight tonnage is reduced to ton-miles. Hence, if the entire freight traffic revenue for a year is \$10,000,000 and

the tonnage hauled reduced to 1,000,000,000 ton-miles, the revenue per ton mile is 1 cent. These figures are merely illustrative of the computation.

So far as figures are available, and they may be accepted with a reasonable amount of exactness, the course of these freight revenue averages, since 1867, has been as follows:

1867.....	1.92	cents per ton per mile
1870.....	1.88	cents per ton per mile
1880.....	1.23	cents per ton per mile
1889.....	0.970	cents per ton per mile
1899.....	0.726	cents per ton per mile
1909.....	0.757	cents per ton per mile

These figures are taken from the compilations of the total freight earnings of United States railways.

A steady decline in revenue standards is quite apparent. This decline is attributable to two causes—a decline in rates and changes in traffic conditions. The difference in traffic, particularly in the movement of large quantities of low-grade commodities, has been principally responsible for the decline in the averages. But this decline in averages does not mean a decline in gross freight revenues; on the contrary the increase has been fabulous. This apparent anomaly is explained in this way. Suppose a railroad whose revenue average from freight traffic ten years ago was \$1.00 per ton-mile, and the traffic handled was of a high-grade nature. Then suppose that it added to its traffic a large volume of low-grade commodities, such as coal, ore, lumber, etc. Without any change in the rate levels this added tonnage would reduce the average ton per mile of revenue materially, but at the same time the gross revenue from all freight traffic would be largely increased.

In the intensified methods of analysis now being applied

to railway revenues and expenses, the ton-mile as a unit has been found to be less comprehensive, less definite, as a standard of comparison than is desirable and necessary in developing accurate revenue and expenditure standards for rate-making purposes, and the car-mile has come to be recognized as a more useful unit. This is because of the fact that the vagaries of transportation and traffic often serve to render the value of the ton-mile confusing and misleading in computations seeking definiteness in standards. While reasonably acceptable as a revenue unit, the ton-mile as an expenditure unit may represent a half a dozen different values in the computation of standards on the same identical tonnage; whereas, the carload unit represents a service unit which may be handled in computations indicative of tangible quantities of revenue or expense. For further discussion with relation to the use of ton-mile units and car-mile units in rate comparisons, see "Reasonableness of Rates," in a subsequent volume.

§ 5. Chronological History of the Movement of Rates Since 1867.

So much comment has been heard in recent years of the necessities of raising rates of railway carriers that it is pertinent at this point to look for a moment at the actual movement of rates since 1867, in sections of the country which may be accepted as fairly illustrative of rates in general.

From 1867 and down to and including 1900, the downward movement of railroad freight rates, while by no means uniform, was marked and persistent. In a small way this decline resulted from rate wars and financial manipulations in the stocks and securities of railways, but in a far larger way from the differences in the nature of the traffic handled by the railways and the generation and

continuance of a tremendous new tonnage induced by unrestricted interchange and through movement of cars. From an insignificant tonnage of comparatively high-grade articles which existed in the early periods of railroad transportation, the railway traffic of the United States has developed into a gigantic tonnage of low-grade commodities, with the average length of haul greatly increased by through movements of shipments under interchange and through billing arrangements entered into and maintained by the carriers.

The figures comprising the following tables present illustratively movements in rates which may be accepted as representing the average movement of general rate levels during the periods indicated.

The first table shows the movement of rates on general merchandise, or what is now termed "class traffic," from New York to Chicago, during the period of 1862 to 1915.

Table I.

Rates in cents per 100 pounds.

Date—	Classes.					
	1	2	3	4	5	Special or 6
1862—Oct.	180	150	125	75	..	..
1863—May	160	117	94	55	..	..
1864—Sept.	215	180	120	96	..	..
1865—Oct.	215	180	90	82	..	..
1866—Mar.	188	160	127	82	..	..
1867—Nov.	202	170	138	86	..	..
1868—Sept.	188	160	127	82	..	..
—Oct.	70	60	55	50	..	..
—Dec.	202	170	138	86	..	..
1869—Aug.	25	25	25	25	25	..
—Nov.	150	130	100	80	55	..
1870—July	50	50	50	45	35	30
—Dec.	180	150	120	80	60	..
1871—June	100	90	70	55	45	..
—Sept.	30	30	30	30	24	..
—Dec.	125	110	85	65	50	..
1872—Aug.	75	70	60	45	35	..
—Oct.	125	110	85	65	50	..

Rates in cents per 100 pounds.

Date—	Classes.					
	1	2	3	4	5	Special or 6
1873—Apr.	100	90	75	60	45	..
—Aug.	27	27	18	18	17	..
1874—Jan.	100	90	75	60	45	..
—Aug.	75	70	60	45	35	..
1875—Jan.	100	90	75	60	45	..
—May	40	40	35	35	25	..
1876—Jan.	75	70	60	45	35	..
—July	15	15	15	10	10	..
1877—March	75	70	60	45	35	..
—Oct.	100	90	75	45	..	..
1878—Feb.	75	60	50	40	..	..
1881—Aug.	45	32	26	19	..	..
—Nov.	60	50	40	28	..	..
1882—Jan.	45	32	26	19	..	..
—Nov.	75	60	45	35	..	..
1883—June	75	60	45	35	25	..
1885—Jan.	50	40	30	25	18	..
1885—Nov.	75	60	45	35	..	25
1887—April	75	65	50	35	30	25
1888—Jan.	75	65	50	38.5	33	27.5
—Nov.	50	40	35	30	25	20
Dec., 1888, to Jan. 15, 1915	75	65	50	35	30	25
Jan. 15, 1915.....	78.8	68.3	52.5	36.8	31.5	26.8 (3)

So far as any course of rate levels can be traced in this confusion of spasmodically changing rates, it is a decline, although the present basis of rates on classified traffic between New York and Chicago is by no means at the lowest level reached by these rates. The history of railroad development, consolidations of lesser lines into the great eastern systems of the present, the financial struggles, and the rate wars, is both romantic and tragic; but space will not sanction a historical review of these times. But, before passing, your attention is directed to the highest and lowest rate levels shown, i. e., in 1864 and 1865, when the first-class rate from New York to Chicago was \$2.15 per 100 pounds, and in July of 1876, when the same first-class rate had fallen to 15 cents per 100 pounds.

In Table II, the commodity rates on dry goods, tea, nails and beer are shown for the period of 1877 to 1900. The table illustrates not only the movement of rates on certain commodities from New York to Chicago, but also similar movements in rates on other commodities during the same period. The term "commodity rates" as used in this paragraph does not mean "commodity tariff rates" in the tariff publication sense in which that term is used today, but the singling out of a certain commodity and showing its rates in effect at the time indicated.

Table II.

Rates in cents per 100 pounds.

Commodities.

Date—	Dry Goods.	Tea.	Nails.		Beer.	
			L. C. L.	C. L.	L. C. L.	C. L.
1877—Oct.	100	100	45	45	45	45
1878—Feb.	75	75	40	40	40	40
1881—Aug.	45	45	19	19	19	19
—Nov.	60	60	28	28	28	28
1882—Jan.	45	45	19	19	19	19
—Nov.	75	75	35	35	35	35
1885—Jan.	50	50	25	25	25	25
—Nov.	75	75	35	35	35	35
1886—Aug.	75	75	35	35	35	35
1887—April	75	75	35	30	50	30
1888—Jan.	75	75	38½	33	50	33
—Nov.	50	50	30	25	35	25
—Dec.	75	75	35	30	50	30
April, 1891, to Jan., 1900.	75	75	30	25	50	30

Table II comprises competitive rates, and while the changes shown are more indicative of varying competitive conditions, such as rate wars, periods of business depression, and water competition during the open navigation season—the summer months—there is evident a downward movement. If you will recur to the movement shown of revenue average per ton per mile, on page 29, ante, you will note that this table shows a more rapid ratio of

decline in actual rates than is shown in the revenue averages. However, the fact that the rates shown in Table II are competitive rates, operating under different classification conditions, renders them unreliable for statistical purposes in comparisons of rate levels, and the effect of rate wars which is obviously present in this table is just as spasmodic as was shown in the irregularities of the class rates.

Since these rates which we have just scrutinized were so strongly affected by unusual competitive conditions, we will pass to a movement of rates in different portions of the country, and compare local rates, where the ravages of rate wars and unscrupulous competition have not been felt. In Table III is shown the movement of local rates charged by the Pennsylvania Railroad, between certain points, from 1876 to 1900, as the same are compiled in Appendix G, Part 2, of the Report of the Interstate Commerce Commission for 1902:

Table III.

Stations—		Rates in cents per 100 pounds.					
From New York		Classes.					
to—	Year.	1	2	3	4	5	6
Trenton, N. J.,	1876....	20	17	15	12	.	..
	1886....	17	17	14	12	..	..
	1887....	20	16	13	9	8	7
	1890....	20	16	13	9	8	7
	1895....	20	16	13	9	8	7
	1900....	20	16	13	9	8	7
Harrisburg, Pa.,	1876....	45	30	25	20	..	..
	1886....	35	30	25	17	..	..
	1887....	33	28	22	17	15	12
	1890....	33	28	22	17	15	12
	1895....	33	28	22	17	15	12
	1900....	33	28	22	17	15	12
Pittsburgh, Pa.,	1876....	45	30	25	29	..	..
	1886....	45	35	26	20	..	..
	1887....	45	39	30	21	18	15
	1890....	45	39	30	21	18	15

Stations—		Rates in cents per 100 pounds.					
From New York to—	Year.	Classes.					
		1	2	3	4	5	6
Pittsburgh, Pa.,	1895....	45	39	30	21	18	15
	1900....	44	39	30	21	18	15
Erie, Pa.,	1876....	40	35	30	25	..	..
	1886....	43	35	26	20	..	..
	1887....	45	39	30	21	18	15
	1890....	45	39	30	21	18	15
	1895....	45	39	30	21	18	15
	1900....	45	39	30	21	18	15

These rates show breaks on the fifth and sixth classes prior to the year 1887. This was due to the fact that the rates prior to 1887 were governed by joint merchandise classifications, which did not carry a fifth and sixth class, and subsequent to that date by the Official Classification, which added the two classes, mainly for carload rating purposes.

In Table IV are shown local rates on the Chicago, Milwaukee & St. Paul Railroad from Chicago westbound to local points as indicated. These rates were governed by the Western Classification. A more rapid ratio of decline is present in the western rates than in the eastern rates, but in both sections you will note that the degree of decline is relatively much less than was evidenced by the tables of competitive rates. This table of rates is likewise taken from Appendix G, Part 2, of the Report of the Interstate Commerce Commission for 1902.

Table IV.

Stations—		Rates in cents per 100 pounds.									
Dis- tance.	Chicago to—	Year.	Classes.								
			1	2	3	4	5	A	B	C	D E
228	Marion, Ia.,	1883..	70	55	45	35	27½	32½	27½	25	20 ..
		1887..	60	50	37	25	20	25	20	16	13 11
		1890..	55	45	32	22	16	20	16	13	12 10
		1895..	58	47	35	24	19	24	19	16	14 11
		1900..	58	47	35	24	19	24	19	16	14 11
309	Melbourne, Ia.,	1883..	75	60	45	35	30	35	30	25	20 ..
		1887..	73	58	43	28	20	25	20	16	15 12

Stations—		Rates in cents per 100 pounds.									
Dis-	Chicago	Classes.									
tance. to—	Year.	1	2	3	4	5	A	B	C	D	E
309 Melbourne, Ia.,	1890..	62	52	37	25	19	24	19	16	14	12
	1895..	65	54	40	27	22	27	22	18	16	13
	1900..	65	54	40	27	22	27	22	18	16	13
487 Council Bluffs, Ia.	1883..	90	75	50	32	28	37½	32	23	23	..
	1887..	90	75	50	35	30	32½	29½	23	26	16
	1890..	70	58	42	28	21	28	23	18	16	15
	1895..	80	65	45	32	27	32	27	22	18½	16
	1900..	80	65	45	32	27	32	27	22	18½	16

Two economic causes have been responsible for this downward movement in non-competitive rates, i. e.: (1) The marvelous growth and development of railway service and traffic since the close of the Civil War; and (2) commercial competition.

Rapid and unprecedented changes in the development of the country followed the close of the war. Coupled with a movement of population into the western regions, there was developed ultimately a tremendous railroad tonnage. An interesting and instructive comparison along this line is at hand. In 1870 the number of tons of freight carried one mile on a per capita basis was 343; in 1880, 833; in 1890, 1,217; and in 1900, 1,871 tons "were carried one mile for each person in the United States." (Report of Industrial Commission, Vol. XIX, p. 264.) But these figures give a false impression, at first glance, until we consider the great increase in our population. This growth of the population in the western part of the country brought equality in traffic conditions to the lines from the east. In 1870 the Lake Shore & Michigan Southern Railway Company's eastbound traffic comprised 72 per cent of its total business, but by 1895 this ratio was reduced to 56 per cent. A vast reduction was accomplished in the number of empty freight cars which they were compelled to haul to western origin points. Industries grew up with sur-

prising rapidity along the lines of the mid-western and western railways. The great staples and other low-grade-heavy-tonnage commodities were made to move in large quantities and over long distances, and the physical capacity of the railroads was soon reached with a traffic of great potentiality.

Some economic results flowed from these conditions, despite the oft-heard charge that the railroads have not in the past given consideration to economic elements in their business. As these railroads were able to procure a traffic which employed their facilities to capacity, to minimize empty car movements, to concentrate tonnage into carload lots, they were able to bring about reductions in the costs of handling and transporting their traffic. These savings were direct results of the concentration of energy, power and labor, rather than any strict observance of systematic adjustment. Machinery for the quick handling of large and heavy units of freight and improved methods of classifying and moving traffic brought about a lessening of the cost of handling. Economies in operation were forced upon the carrier by reason of capacity employment of all facilities of the railroad plant. By the forming of large railway systems through consolidations of connecting and competing lines, the managerial and operating costs were lessened.

As you will recall from the cost formula discussed in Section 1, the cost of handling and moving traffic varies inversely with its volume. So it is not surprising, when we consider the wonderful growth of traffic and population, to find that a large western railway system during the five years prior to 1900 had increased its gross earnings 45 per cent and its net earnings over 73 per cent in the same interval. These comparisons, it must be remembered, do not bring us down to the current period of enlarged car and motive power capacities. Of the economic effect of these

newer conditions upon the rates of carriers, you will learn in your study of the reasonableness of rates.

The downward movement or decline in rate levels during the period we have been discussing has been strongly influenced by competition. Competition occupies a paradoxical position as a factor affecting rate levels. An increased tonnage resulting from competition tends to lower rates; and lowered rates, which are usually competitive rates, tend to stimulate traffic. Sometimes this competition has been of a spectacular nature, as is quite evident from the tables showing the movement of class and commodity rates from New York to Chicago, and of but negligible value to the shipper. That competition, however, which is represented in the effort of the carrier to put the products of its territories into the important markets upon a competitive footing with other fields of production and lines of railway, has done most to cause a legitimate decline in rate levels.

You will note that all of the comparative statistics shown thus far under the head of "Movement of Rates" have ceased with the year 1900. That is the period when the decline in railroad rates reached its lowest point. From this time an upward movement is perceptible. But while the level of rates tended generally upward after 1900, the results in their final analysis did not show increase. Thus, the ton-mile averages increased slightly, the gross earnings increased, and the net earnings increased, but the ratio of net to gross earnings fell over 3 per cent in the five year period succeeding 1900. This means that although rates were advanced, an economic change which had come to this country as a whole—the increase in prices of commodities, materials and labor—affected the railroads as it did everyone else. While revenues were increased on the whole, the carrier had to pay out more for its materials,

supplies and labor. In other words, the condition which then confronted and has since confronted the whole country was that the dollar would not purchase as much as it had prior to 1900.

While this upward movement in rate levels has not been sharply marked, it may truthfully be said to approximate an average advance of 10 per cent over the average levels of 1900 and the period immediately prior thereto. These increases have been effected through the reduction of the number of commodity rates in effect and the advancement in classification of many articles.

Concerted action by the carriers throughout the Official and Western Classification territories for advances in rates resulted in an investigation by the Interstate Commerce Commission into the propriety and necessity for such increases. These investigations were conducted in 1911. After one of the most searching and exhaustive investigations ever conducted by the Commission it declined to permit the carriers to carry into effect the proposed advances. Under recent authority vested in the Commission, all tariffs advancing rates were suspended pending the course of the investigation and proof by the carriers that the proposed advances were just and reasonable. (See *Advances in Rates—Eastern Case*, 20 I. C. C. Rep., 243; *Western Case*, 20 I. C. C. Rep., 307.)

The carriers were obliged to proceed under the new amendment to the Act to Regulate Commerce vesting in the Commission power to suspend proposed advances in rates pending an inquiry into the reasonableness of the advanced rate. In this investigation the burden of proof to show the reasonableness of the increased rate is upon the carrier. The "position of the carriers" is most significantly defined by the Commission, in the *Western Case*:

"The carriers in the present proceeding have assumed

this burden (the burden of proof of reasonableness of the advanced rate). They have laid before us their financial condition, their needs, their hopes, their fears. While the justification given by no one is precisely that given by all others, the common ground for these common advances may be epitomized in the language of the leading witness for the carriers, 'We need the money.'

"Disregarding for the moment all other considerations, this statement that rates should be increased because the carriers need greater revenue than hitherto, sounds ominous, coming as it did in a year of unexampled railroad earnings. For it is a fact demonstrable from the figures gathered by the Commission that at no time in the history of American railroads have they yielded such profits or was their prospect more fair than in the fiscal year that ended June 30, 1910.

"The primary impression of the Commission was that these increased rates were impelled by the 'higher cost of living' condition which was affecting the railroads; that they were merely the outgrowth of the increased cost of supplies, fuel and labor; but no sooner was the investigation under way than these matters were entirely subordinated. It became manifest that the purpose of the carriers was not so much to secure approval of these specific rates as to discover the mind of the Commission with respect to the policy which the carriers might in the future pursue, and to secure, if possible, some commitment on our part as to a nation-wide policy which would give the carriers a loose rein.

"No better expression of this thought can be made than is found in the opening paragraph of the brief of the Atchison, Topeka & Santa Fe Railway Company:

" 'The case of the Atchison, Topeka & Santa Fe Railway Company is that American railway rates never have been

high enough and that the public never has paid adequately for the service which it has received; that the railway company, with an extremely fortunate situation geographically, touching the Great Lakes, the Gulf of Mexico, and the Pacific Ocean, and penetrating states and territories yielding all varieties of traffic, has never, although most carefully managed, earned for its stockholders and its physical needs half the money to which it has been entitled from the public it has served; that this inadequate return has prevented it from properly keeping abreast of the development of the country or meeting the demands which the people had a right to make if they would pay for the things demanded; that the increased cost of operation and the increase of taxes have for years been encroaching upon its earnings at a pace which all the economies that could be practiced have been insufficient to withstand; that the demands of the region which it serves call for the annual expenditure of about \$30,000,000, while under present conditions it can not procure the money; that for the reasons given it has never had the credit which it should have enjoyed as a great and constant borrower of money; and that to meet the needs of its territory henceforward by extending and improving its plant, it must have more cash and higher credit, and both of these must come from higher rates.'

"It is doubtless true that in its control over the charges which the railroads make the Commission exercises a power so extensive as to justify the broadest consideration of the economic and financial effects of its orders. By its decision in the Abilene Cotton Oil case, 206 U. S. 26, and in the Illinois Central case, 215 U. S. 452, the Supreme Court erected the Commission into what has been termed 'an economic court,' or to give it a more commonplace definition, but one perhaps of stricter legal analogy, a

select jury to pass upon the reasonableness and justness of railroad rates, rules and practices. Within broad lines of discretion the courts regard the conclusions of the Commission, on questions of fact, as final. There is an appeal upon questions of law by the carriers to the courts, but unless a constitutional guaranty is violated the order of the Commission is final, provided, of course, the Commission does not overstep the jurisdictional limits placed upon it by the statute. And as to the shipper this tribunal is his one and only resort against injustice.

"We must not regard too seriously, however, the effort of the railroad counsel to establish the Commission in loco parentis toward the railroads. We must be conscious in our consideration of these rate questions, of their effect upon the policy of the railroads and, ultimately, upon the welfare of the state. This country can not afford to have poor railroads, insufficiently equipped, unsubstantially built, carelessly operated. We need the best of service. Our railroad management should be the most progressive. It should have wide latitude for experiment. It should have such encouragement as would attract the imagination of both the engineer and the investor. Nevertheless, it is likewise to be remembered that the government has not undertaken to become the directing mind in railroad management. The Commission is not the manager of the railroads. And no matter what the revenue they may receive there can be no control placed by the Commission upon its expenditure, no improvements directed, no economies enforced.

"The full significance of the opening sentence quoted, 'that American railway rates never have been high enough and the public has never paid adequately for the service which it has received,' can not be appreciated until one stops to think that for nearly seventy-five years after the

first railroad was built the American government did not choose to exercise the power of regulating the charges of interstate railroads. These carriers, charged with a public trust, were given a free hand in the institution of their own rates until within the last few years, and they appeared asking the protection of the law to increase their rates, which under the play of economic forces they say never have been high enough.

"It is apparent that the carriers in the Advanced Rate cases, and in similar cases, rely upon the restrictive provisions of the law which declare concessions from the published rate to be criminal and thus give stability to rates—at least as between carriers—to permit the elevation of rates to a standard which under the force of competition the carriers were unable to reach and maintain.

"The attitude of the American people toward the railroads is one of friendship, not enmity. Those who are familiar with the history of European and American railroads know that no other people have been more generous in their treatment of such great enterprises than have been the American people. Not only has the federal government granted extensive land concessions to many roads (an area estimated by a former attorney general of the United States to be as large as nine times the size of Pennsylvania), but state and municipal governments have by grants of land for rights of way and terminal purposes, the voting of bonds in aid of construction, and by guarantees of bond issues, promoted extensive lines of road, some of which were not justified at the time of their construction upon any reasonable basis of probable return. While there doubtless has been spasmodic and demagogic effort in various sections of our country which made for the injury of the carriers, the trend of control and regula-

tion as a whole has been conservative, wise, and sympathetic toward the investors in such enterprises.

"If we contrast the action of the British government towards its railroads with that of the government of the United States toward our roads, it will be manifest that we have allowed to American carriers far more play for the exercise of individual judgment and initiative than has our sister nation across the ocean. The Act to Regulate Commerce grants to the Interstate Commerce Commission much less of power than is vested in the Canadian Commission by our northern neighbor.

"Whatever of doubt has arisen in the public mind respecting the value of our railroad securities has come rather from the too reckless policy of stock manipulators parading under the title of financiers than from any course of governmental policy on the part of the American people." (From *Western Advanced Rate Case*, 20 I. C. C. Rep. 307.)

In summary, it is obvious that the great underlying principles which have dominated either directly or indirectly the making of rates in the past were almost wholly of revenue significance. They were made either for direct increase of revenue or for the impulsion of traffic which in turn increased revenues, and the increased revenues of 1911 stand as immutable evidence of the results. Conditions transpired which were productive of a decline in rate levels most pronounced in the case of competitive rates. In 1909 the decline ceased, and since then an upward movement has set in. This upward movement has been temporarily, at least, arrested by the new powers of the Commission which they have exercised in suspension of rate advances, upon the broad and economic principle that the interstate carrier which desires to advance its rates is

promptly called upon to justify the advance and establish the reasonableness and justness of the advanced rates.

Early in 1913 the eastern lines sought to learn the attitude of the Interstate Commerce Commission on a horizontal increase of 5 per cent in their rates, under the pretension that they desired this information in advance of expending some \$200,000 for the printing of tariffs, which might be suspended as soon as they were received for filing by the Commission. A conference with the Commission was arranged for and held on May 14, 1913, and the recently closed proceeding for a 5 per cent increase in rates was diplomatically launched at that time. Fifty-two eastern lines were represented at the conference and at its conclusion the Commission took under advisement a petition for the reopening of the old Eastern Advance Rate Case, No. 3400, this case having been decided adversely to the carriers in 1911.

The carriers set up the plea of large expenditures already made and proposed to be made in meeting the necessary demands upon them made in the way of betterments and improvements and the increase in their general operating expenses.

The Traffic World, in its issue of May 17, 1913, spoke editorially of this desired rate advance:

"Probably the most interesting, if not the most important, subject now formally before the Commission, in which the public is interested, is the pending request of the eastern roads for permission to make a horizontal advance of five per cent in all rates. The reservation as to the importance of the movement is made because it is probable that the public, as such and outside of the interest of some of its members as shippers, would never know of any such advance if made without being previously discussed.

"Relative to this point it is of passing interest to note

the figures compiled by Slason Thompson and published in 'The Railway Library' of 1910. He gives a few illustrations which may be considered as substantially accurate. Eleven American citizens clad in the garments of their respective occupations or positions in society, living in the Mississippi Valley, paid in the aggregate for the transportation of their suits, including shoes and hats, from New England, less than one dollar. An advance of ten per cent in freight rates would increase the cost of his clothes to each man less than one cent. A McCormick harvester for the grain fields west of the Mississippi River under a similar advance of ten per cent would cost 17 cents more coming from Chicago. A cook stove from Detroit for the same general locality would cost from 20 to 25 cents more; refrigerators from Michigan to New York City, seven and one-half cents more; a set of dining-room furniture from Grand Rapids to Chicago, 16 cents more; dressed beef from Chicago to New York, five one-hundredths of one cent per pound.

"These figures contemplate a raise of ten per cent. The imminent demand of the eastern roads, so far as we are informed, contemplates an advance of five per cent.

"That the roads are extremely modest in their request is generally admitted; and if the showing made in some recently published statements is accurate, the request is amply justified. President Rea shows that the earnings of the systems of which he is the head represent only 4.83 per cent on the investment, which is plainly not an exorbitant interest charge. Few roads are earning a better percentage than the Pennsylvania. This suggests one reason why the request should be made at this time and also why it is couched in such modest terms. In disposing of the matter two years or so ago the Commission implied that the only satisfactory basis upon which to predicate a rate

adjustment was a physical valuation. Steps have been taken to secure such a valuation by the Commission. But no one hopes for definite results from this move short of from three to five years. Shall the railways, if entitled to some advance, be required to wait five years for the determination of exactly how much they are entitled to? Or rather, if the fact is generally recognized that they are entitled to something, shall they not be given at least the minimum, in view of the general increase in operating expense and the necessity of added facilities, without waiting until the exact amount is determined, with the certainty that in the meanwhile operative conditions will grow worse? A half loaf is better than no bread for five years.

"Whether or not these conditions have been taken into consideration in formulating the proposed application for permission to advance rates is not known, but they do not seem wholly beyond reason."

The difference in the issues presented in the 1910 inquiry and the more recent one is that in 1910 the issue was as to whether, in view of increasing revenues, the carriers were entitled to a still greater increase; whereas, the later issue was, with the gross revenues of the carriers on the decline, their expenses increasing, and their net revenues decreasing, did the current rates of transportation yield adequate revenues to common carriers by railroads operating in Official Classification territory?

The increase requested by the carriers was a horizontal raise of five per cent, under a maximum of five cents per ton and one-fourth cent per one hundred pounds.

On June 21, 1913, in its opinion No. 2357 (I. C. C. Rep., 384), the Interstate Commerce Commission denied the petition of the carriers for rehearing of the old Eastern Advance Rate Case No. 3400, but instituted in lieu thereof a general proceeding of investigation on its own initiative.

The Commission stated quite emphatically at the time that its decision to investigate the subject must not be taken as an intimation that the Commission had reached the conclusion that the revenues were inadequate or that the rates should be advanced.

Since the recent five per cent advance rate case is the most important subject that has had the attention of the Commission in a long time, it is important that you should understand fully its status and the real issues which it involved. We can not, at this time, go into the details of the evidence. In their petition the carriers stated their case as follows:

"Your petitioners are prepared to show that the cost of conducting the business of the carriers has been, and is being, steadily increased by increases in capital charges; increases in wages; increases in taxes; increased burdens imposed by legislative enactment, such as extra-crew laws, employers' liability and compensation act; elimination of grade crossings either in part or in whole at the expense of the carriers; the installation of various appliances; and in various other respects.

"Your petitioners further allege that existing rates are insufficient to afford just and reasonable compensation and return to the carriers, and are unreasonably low in view of the value of the service afforded thereunder.

"Your petitioners are prepared to show that they should expend large sums of money, aggregating many millions of dollars, for many purposes, among which are enlargements of yards and terminals, additional tracks, block signals, additional shops, improvements in stations, changes and elimination of grade crossings, new locomotives, new passenger and freight cars and other equipment; that these large expenditures of money are demanded by existing and future transportation conditions, and must be made if your

petitioners are to satisfy the needs of the public for improved and additional facilities.

"Your petitioners are further prepared to show that the large sums of money needed for these improvements must be largely provided by the issuance of new securities and that such necessary capital can not, under existing transportation rates, be obtained except on terms which would be prohibitive or which the carriers generally would not be justified in assuming. The net earnings produced by existing rates are not sufficiently large to furnish that margin of surplus which will afford the carriers the credit necessary to enable them to secure the additional capital required for such necessary purposes, and it is only through an increase in freight rates that this can be accomplished."

By October 4, 1913, the last of the five per cent increase tariffs were filed with the Commission at Washington and the issues of the inquiry became thereby fundamentally joined.

The employment by the Commission of Mr. Louis D. Brandeis, the eminent Boston lawyer and economist, to represent it and assist the Commission in developing the full facts, was reported by the press as being considered by the carriers as a hostile move on the part of the Commission; later developments, however, did not verify this.

November 4, 1913, the Commission issued an order of suspension of the eastern lines' advanced rate tariffs—some 21,000 in number—because of the increases in class and commodity rates, the original suspension order running until March 12, 1914. (Investigation and Suspension Docket No. 333.)

The first hearing was held on November 24, 1913, and continued at subsequent sessions of the Commission until the latter part of April, 1914. Opportunities were afforded shippers of various commodities to be heard in protest of

the advancement of rates following the presentation of the carriers' evidence.

The states of Iowa, North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, Arkansas and Missouri, eight in number, intervened in the proceedings and were represented by the Hon. Clifford Thorne, Chairman of the Iowa State Board of Railroad Commissioners. It was claimed that ninety per cent of the class traffic in these states would be affected by any disturbance of eastern rates.

The showing made by the carriers, particularly those known as the Central Freight Association lines, was little short of a revelation to the investigating authorities. The conditions of their revenues, the losses in earnings, the ratios of expenses to earnings, and the extremely low level of rates in that territory, presented a showing that, if the present basis of rates in that territory were to be proportionately extended from Chicago to New York, the first-class rate would be but 56 cents per 100 pounds, as against the present rate of 75 cents per 100 pounds. It became the question whether this showing by the C. F. A. lines would not result harmfully to the case of the Trunk Line carriers in the extreme eastern section.

The question of allowances made to industrial railways was brought before the Commission and decided by it during the pendency of the advance rate inquiry. These allowances were in the form of divisions out of the rate, per diem reclaims, remissions of demurrage, and other allowances, and were condemned by the Commission as unlawful practices in the form of rebates. They were declared by the Commission to augment expense accounts and dissipate revenues to the extent of many millions of dollars annually of the very carriers who were before the Commission complaining that their current earnings were

insufficient and seeking the approval of the Commission of a general advance in rates out of which these allowances were to be paid. While tried as a separate proceeding, the industrial railways case, involving these allowances, is definitely and immediately related to the Advance Rate case. The Commission, as stated, condemned these practices, but, as it was the understanding at the inception of the proceeding, that the parties thereto would adopt the findings of the Commission, no formal order was made.

The Commission also made inquiry into certain free services rendered by the carriers, with a view to requiring the carriers to make reasonable charges for such services, thereby effecting an increase in revenues which would be enormous. In fact, it has been felt that the Commission by its holdings in the case of industrial railways' allowances and the proceedings involving free services, such as spotting cars on industrial sidetracks and switches, pointed out to the carriers a way to increase their revenues even more than would result from the five per cent horizontal increase in rates. The decision of the Interstate Commerce Commission, with a few exceptions, practically permitted the carriers to advance their freight rates as published in their Advance Rate Tariffs originally filed with the Commission.

CHAPTER II.

TRANSPORTATION AGENCIES—COMMON CARRIERS.

- § 1. All-Rail.
- § 2. Rail-and-Lake.
- § 3. Rail-Lake-and-Rail.
- § 4. Rail-and-Canal.
- § 5. Rail-Lake-and-Canal.
- § 6. Ocean-and-Rail.
- § 7. Ocean-Rail-and-Lake.

CHAPTER II.

PRINCIPLES GOVERNING FREIGHT CHARGES.

TRANSPORTATION AGENCIES—COMMON CARRIERS.

§ 1. All-Rail.

It is, of course, obvious that any mode of rendering the service of carriage of persons or property becomes an agency of transportation. For instance, the horse-drawn vehicle, the self-propelled vehicle, the boat, vessel, steamship, barge, steam and electric railroad, etc., are transportation agencies.

The most highly developed type of transportation service in this country, both from the standpoints of expedition and safety, is that of the all-rail carrier. The standard freight rates of the country are fixed for an all-rail service, such service comprising the movement of cars via all-rail lines, without the intervention of any water-carriage in the route.

§ 2. Rail-and-Lake.

The Great Lakes form one of our greatest traffic highways to and from the most highly productive portion of the country. A service of transportation by which a shipment from New York, for instance, moves by rail to Buffalo or some other lake port, and thence by boat to a western lake port, is termed a "rail-and-lake" service, and carriers making up routes of this character are deemed to

be "rail-and-lake" carriers. Until recently most of the great eastern railroad systems maintained fleets of freight-carrying vessels on the Great Lakes and made through rates, lower than the standard all-rail rates, for such rail-and-lake transportation. (See pages 279 and 280.)

§ 3. Rail-Lake-and-Rail.

This service consists of moving a shipment partly by rail, then by lake and then by rail. For instance, a shipment may originate at Boston, destined to St. Louis and move to Buffalo by rail, by lake from Buffalo to Chicago, then by rail beyond.

§ 4. Rail-and-Canal.

Canals exist in different parts of the country, which are used in connection with rail movements of shipments, and where routes are made up of both rail and canal movement, the carriers involved become known as "rail-and-canal" carriers. A notable instance of this kind is the Erie Canal from New York to Buffalo, used by the eastern carriers in connection with both their lake and rail services.

§ 5. Rail-Lake-and-Canal.

When the movement is made up of canal movement combined with a further rail-and-lake movement, the carriers involved become known as "rail-lake-and-canal" carriers. This is illustrated in the case of the Erie Canal from New York to Buffalo, lake vessel from Buffalo to some western lake port, such as Cleveland, Detroit, Sault Ste. Marie, Chicago, Milwaukee or Duluth, and rail movement beyond such lake port.

§ 6. Ocean-and-Rail.

Sometimes in traffic from the eastern, western or gulf seaboard, an ocean haul is made before the traffic passes

over the railroads to destination; or the railroads haul the traffic to some of these ocean ports and an ocean movement intervenes before the traffic reaches final destination. Where routes are made of these rail and ocean or ocean and rail hauls, the carriers involved become "ocean-and-rail" carriers.

§ 7. Ocean-Rail-and-Lake.

On all low-grade traffic cheap transportation service is necessary. Therefore, water carriage is attractive because of its cheapness, and routes are made up for low-grade traffic where the ocean movement described in section 6 is combined with a rail-and-lake haul as described in section 2. In such a case the carriers constituting a route made up of ocean, lake and rail movements would become "ocean-rail-and-lake" carriers.

The legal status of these carriers and the jurisdiction of the Interstate Commerce Commission over them is treated at length in a subsequent volume.

CHAPTER III.

NATURE OF FREIGHT SERVICE REQUIRED.

- § 1. Nature of Shipments Moving.
- § 2. Special Equipment Necessary.
- § 3. Terminal Facilities.
- § 4. Special Services and Privileges.
- § 5. Local Freight Services.
 - (1) Carload.
 - (2) Less than Carload.
- § 6. Through Freight Service.
 - (1) Regular.
 - (2) Fast Freight.
- § 7. Switching Service.
- § 8. Transit Privileges.
- § 9. Elevation.
- § 10. Order Shipments.
- § 11. Refrigeration.
 - (1) Ventilation.
 - (2) Pre-cooling.
 - (3) Icing.
- § 12. Cartage.
- § 13. Transferring.
- § 14. Storage.
- § 15. Reconsigning—Diversion.
- § 16. Explosives, Rules Governing Transportation of.
- § 17. Demurrage; Car Service.
- § 18. Weights and Weighing.
- § 19. Allowances.
- § 20. Private Car Mileage Allowances.

CHAPTER III.

NATURE OF FREIGHT SERVICES REQUIRED.

§ 1. Nature of Shipments Moving.

The function of a transportation freight rates begins only when an article or commodity has taken the definite form of "a shipment." The "rate" is a mathematical factor, in measured form, used for the purpose of computing the transportation "charges" which a shipment must bear after the article or articles comprising such shipment have been reduced to a poundage basis or through classification or other process of determining their rating status. The computation of the "charge" then becomes simply a process of multiplication. If the shipment weighs 500 pounds and the proper rate applicable is 20 cents per 100 pounds, then the mathematical process is simply to multiply 5 hundred-weights by 20 cents, giving a result of 100 cents, or \$1.00, the "freight charges."

But, as has been obvious at all times in our study of classification, many factors intervene before the stage of this simple computation is reached.

So far as concerns the classification of an article or commodity, the nature of the transportation service required should be given special consideration so as to reflect, in the freight rates established for the various classes, the carrier's measure of revenue production from its traffic. In the making of the rates the carriers have aligned them so as to fit the classes prescribed. Where the classification

establishes, for instance, a rating of first class on a given commodity, the rate to apply is that designated as first class in the tariff applying between point of shipment and destination. Classified articles are usually moved in closed box cars and given the utmost protection from weather, pilferage and other causes liable to create either damage or loss or both.

Many commodities are not in condition or ready for use at the source of supply. The raw products require some process of manufacture or treatment before they are ready for use. As in the case of grains, the drying, sorting and grading is not done on the farm, but at other places where special facilities exist for such work.

Common carriers, under the law, are required to carry safely and without unreasonable delay. It is the carrier's duty to furnish equipment suitable for the transportation of the goods it is required to carry. The cost of the carrier's service is quite as much included in the nature of its car equipment as in its expenditures for roadbed, structures, terminals, maintenance and train operation. The car equipment, of necessity, must be in as great variety as to kind, size and special construction as the demands and requirements of commerce necessitate.

If one stops to consider the vast number of articles which move in the course of transportation in this country, he will be impressed with the duty resting upon the carriers to furnish equipment suitable to the nature of the commodity shipped. This does not mean that each commodity requires a different kind of equipment; but it means that there must be a grouping of many of the commodities into equipment divisions according to the necessities of the commodities and the kind of equipment adapted to their safe transportation. Thus, we have the perishable commodities requiring certain special equipment, live stock

still another kind, and commodities such as coal and ore a class of equipment of another kind.

§ 2. Special Equipment Necessary.

Not alone is the carrier obedient to its legal duty in providing special equipment for the transportation of certain commodities, but it also subserves its own interests in equipping itself with vehicles best adapted to increase its efficiency and promote economy in handling and transporting. Special equipment is provided, such as refrigerator cars and ventilator cars, for perishable commodities, because the law requires the common carrier which holds itself out to receive and transport perishable articles to transport them safely. Therefore, to provide such equipment for their transportation as will properly protect such shipments in transit is to the carrier's interest. Live stock requires special equipment in the shape of live stock cars, and the transportation of high-bred racing horses requires a better class of special equipment than the transportation of "market cattle." Poultry when shipped alive requires special poultry cars. Certain kinds of perishable commodities require heat in transportation, and other commodities require cars absolutely secure against water. Other commodities, such as liquids and oils, when shipped in bulk, require tank cars. The size of the articles or the manner in which they are most conveniently shipped makes necessary special equipment, such as flat cars, box cars with end doors, cars of extraordinary length and height. Shipments of commodities such as furniture are provided with cars of great length and height, and while there is no legal duty on the part of the carrier to provide a 50-foot box car for shipments of furniture, it is to the interest of the carrier to provide cars of such size in order to secure the highest car efficiency and insure economy in the handling of

articles of this nature. Coal, ores, etc., can be handled best in open cars, and this is particularly advantageous when the carrier's fundamental purpose is to secure economy in car equipment expense.

§ 3. Terminal Facilities.

The furnishing of adequate equipment for the transportation of traffic does not conclude the carrier's duty. It must provide as well the necessary instrumentalities with which to render its service as a common carrier complete. It must furnish all facilities necessary for the proper handling of its traffic. It must have facilities for the receipt of its traffic and for the delivery of it. The nature and extent of these facilities have changed rapidly in the last decade on account of changed and improved commercial conditions.

Let us look back to the time when the railroad first began operation as a transportation agency. Railroads were constructed from a depot to a depot, and the service was a depot to depot service. The shipper delivered his freight to carrier's freight house. The receiver of goods went to the carrier's freight house, received his freight and removed it therefrom himself. With the expansion of the railroads came the necessity for facilities of transfer and interchange at junctions between different lines of railway. With the increase in commercial activity the unit of shipment became the carload. The handling of the carload shipment through the carrier's depots became no longer economical or practical. Because of commercial necessity and to relieve congestion at depots side tracks were constructed to the shipper's factory and cars were set upon these sidings and loaded by the shipper or unloaded by the consignee, as the case might be. With the increase in commerce came increased traffic for the railroads.

Yards had to be provided for the making up and breaking up of freight trains, and where cars, empty as well as those under load, could be temporarily stored until their movement. These conditions lead to the establishment of terminals, with their facilities consisting of railroad yards, sidetracks, switches, interchange tracks, private tracks, freight depots, public team tracks, warehouses, docks for transferring waterborne traffic, elevators, chutes, derricks and other loading and unloading facilities. In our larger cities these terminals have become tremendous transportation plants and their cost runs into the hundreds of millions. The cost of construction and maintenance of these facilities, which is borne by the carriers in the rendering of their service, is and must be reflected absolutely in the "rates," since in the classification of articles no general significance is given to these elements of cost of local service.

§ 4. Special Services and Privileges.

In its fundamental sense the service of the common carrier from depot to depot contemplates no distinction in quantities of goods in shipments, the kind or class of train moving the goods, nor any special services necessary in the transportation of special articles.

§ 5. Local Freight Service.

In these days of complicated traffic conditions, it is the custom of railroads to classify their train service into local and through service. By the local is meant the ordinary movement, or the local train which starts from a given terminal and stops to receive or deliver freight at each of the local depots along its route.

(1) **Carload Traffic.** Distinction is made in the service of handling goods in quantities which constitute a carload

or a less-than-carload, and recognition of this distinction is made in the formation of a rate of charge for the carload quantity which is less in amount than the rate of charge for the smaller or less-than-carload quantity. That this distinction is justified is obvious from the fact that manifestly it costs less to handle and move a carload shipment than less-than-carload shipment, the shipper being required to load and the receiver to unload a carload shipment. The local freight train handles local carload traffic as well as local less-than-carload traffic.

(2) **Less-than-Carload Traffic.** The less-than-carload freight consists of miscellaneous package freight in quantities less than the prescribed carload unit. This class of shipments is usually handled by the carrier's employes through its depot or upon its depot platform into and out of the cars, and the handling is, therefore, a factor of cost to the carrier which must be recognized in the making of its less-than-carload rates.

§ 6. Through Freight Service.

This class of service is operated between important junctions and terminals on a line of railroad, and consists of the traffic between the great producing and consuming centers of the country. The shipments are made up largely of carload traffic, but include through package cars between important points.

(1) **Regular.** Regular service, in the sense of through train service, is confined to the through movement of traffic between junction, division and terminal points.

(2) **Fast Freight.** The fast freight line service is that form of the through freight service which is accorded to shipments moving in through trains between the great terminals. For instance, between New York and Chicago, St. Louis or Cincinnati.

§ 7. Switching Service.

A switching service consists of the moving and placing of cars for loading or unloading purposes or for interchange with connecting lines. From the standpoint of railroad operation switching means much more than this, and would cover all movements of equipment other than train service movements.

§ 8. Transit Privileges.

Such commodities as are not ready for use must enter into a "transit" in which a stop is made for some further treatment or process of manufacture to take place, or for a change to be made in the condition of the article to render it fit for consumption or use. Many of the commodities requiring "transit" are low-grade and consequently low in value and price, and were the several movements making up their transit to be charged for at the regular transportation rates their movement would cease or become disastrously restricted. The purpose of transit is to give fluidity to the movement of commodities, and the making of the rate for such an article in "transit" reflects a sense of accumulation in the ultimate total charge the article will pay for its transportation to its final destination. That the carrier "shrinks" its rate in transit of such commodities is evidence of its desire to stimulate the movement of the commodity beyond its local zone. There is no legal duty devolving upon the carrier to thus establish "transit" rates; it is rather a privilege granted to the shipper by the carrier in order to stimulate and increase a traffic that otherwise would become materially restricted and perhaps entirely stopped. Thus, we have the term "milling-in-transit" as indicative of a privilege extended to the shipper of grains to stop his grain en route and mill it into flour at points where such process of manufacture can

be economically carried on. "Manufacturing-in-transit" is a privilege extended to many articles, with a consequent adjustment of rates to meet the requirements of the privilege. "Transit," in this sense, is extended to such articles as grain, cotton, lumber, salt, iron and steel articles of certain kinds, fruits, vegetables, etc.

§ 9. Elevation.

This is a form of accessorial service rendered by carriers for the purpose of allowing the drying, sorting, grading and storage of grains. When a part of the transportation service and such service of elevation is performed by a shipper in his own elevator, an allowance to cover the cost of such elevation service is made to the elevator out of the rate. (For full treatment of the subject of "Elevation" and the legality of allowances therefor to elevators, see a subsequent volume.)

§ 10. "Order" Shipments.

This is a term applied to shipments consigned to the "order" of the consignor with instructions to notify some designated party named in the bill of lading. This is an accessorial service granted by the carrier to the shipper in order to accommodate the latter in the distribution and delivery of his goods. The privilege of "order" shipments permits the shipper to insure the collection of the price of his goods upon delivery to the consignee. This service is universally granted by all carriers through the bill of lading form known as "to order" bill of lading.

§ 11. Refrigeration.

The service of refrigeration is the furnishing of cars specially equipped with ice boxes or bunkers, and generally known as refrigerator cars. In these cars, when under

refrigeration, goods of a perishable nature, such as meats, fruits, vegetables and dairy products, may be shipped without damage over long distances.

The question of the duty of the carrier to furnish refrigeration and the right of the carrier to charge for icing shipments are purely questions of law and are treated in a subsequent volume.

Sometimes refrigeration consists of the packing of perishable commodities in ice in boxes or cases loaded in ordinary box cars, but the term has general reference to the service rendered with refrigerator cars.

(1) **Ventilation.** Some commodities, instead of requiring ice for their preservation, require ventilation, and for such commodities ventilator cars are provided. These ventilator cars are so constructed that fresh cool air may flow through the lading. Fruits, melons and vegetables are frequently shipped in ventilator cars. The legal duty of the carrier to furnish ventilator cars will be treated in a subsequent volume.

(2) **Pre-Cooling.** This is a method of cooling certain kinds of fruit before shipment. The fruit and the car are brought to a temperature equivalent to the temperature of the car when iced. The fruit is allowed to cool in this temperature before being loaded into the car, thereby removing variances in temperature which has a deteriorating effect upon fruits. (For full description of the process of pre-cooling and the legality of allowances made to shippers therefor, see a subsequent volume.)

(3) **Icing.** In transporting perishable goods long distances in refrigerator cars, the ice originally put in the boxes or bunkers of the cars is very seldom sufficient to maintain the proper temperature throughout the movement. It becomes necessary therefore to re-ice the cars en route. Certain points, usually division points or ter-

minals, are designated as icing points, and the re-icing of these cars takes place at these icing stations. Icing, in the sense of a service related to the transportation service, includes the original icing of the car and the re-icing en route. (See, Legal Duty to Furnish and Right of Carrier to Charge for Icing, in a subsequent volume.)

§ 12. Cartage.

Carriers do not call for nor deliver less than carload shipments at the shipper's or receiver's home or place of business, but in handling carload traffic, the car itself is set for loading or unloading on the shipper's switch or on public team track. In these days of general interchange of traffic between railroads within terminals or at junction points, it is uncommon for a transfer of goods in transit to be made by wagon. However, at some of our large terminals, like Chicago and New York, rail carriers maintain "fleets," also wagons and trucks, for the purpose of making transfer of package freight between rail and water lines having no junction depot. The question of cartage necessitated by wrong delivery of carload shipment by carrier, involves the law of allowances, which is treated in a subsequent volume.

§ 13. Transferring.

Legitimate transferring may be the transferring of shipments from one car to another, either for the convenience or necessity of the carrier, or from one depot to another, or a terminal transfer from one railroad to another railroad.

Transferring is well illustrated in the case of a shipment loaded into a car at New York City destined to Chicago, Ill. This car is intended to be a through car, without break of load or transfer, from New York City to Chicago.

Suppose the car arrives at Harrisburg, Pa., in "bad order," or through the error of the forwarding agent at New York City the shipment has been loaded into a car whose movement was restricted to territory farther east than Chicago. In either event, the shipment must be reloaded into another car. It is the duty of the carrier to perform this transfer service without cost to the shipper or consignee. In other cases where a transfer service is made necessary through no fault of the carriers, the right of the carrier to make a reasonable charge therefor is treated in a subsequent volume.

§ 14. Storage Service.

The storing of freight in transit and at destination where delivery can not be effected by the carrier has become not only a permanent practice on the part of carriers, but a necessity arising out of the legal responsibility placed upon the carrier for goods in its possession as a carrier. The changing of the carrier's liability from that of common carrier to that of warehouseman, with a consequent decrease in degree of liability, has caused the carriers to provide extensive storage facilities in the shape of warehouses, or by making working agreements with private warehouses for the storage of shipments remaining in the possession of the carrier.

Storage may be of two general kinds: (1) Enforced storage arising out of the inability of the carrier to make delivery; thus causing the carrier either to store the goods safely in its own warehouses or to place them in storage with some public warehouseman; and (2) storage in transit, as an essential part of "transit" such as the service of milling or manufacturing in transit accorded to articles requiring "transit" service. The right of the carrier to charge for storage is treated in a subsequent volume.

§ 15. Reconsigning—Diversion.

Reconsignment or diversion of shipments is the privilege extended to the shipper by the carrier to change in a manner the original billing of the shipment. This change may be a change in consignee, point of delivery within a terminal, of destination or of transit point, and the change of destination or of transit point may involve a change of route and haul. It is one of the most valuable privileges extended to shippers and offers protection to the shipper in his business, and sometimes, as in the case of coal, affects materially the "life" of the business.

The law of reconsignment and diversion is somewhat complicated but is fully treated in a subsequent volume.

§ 16. Explosives, Rules Governing Transportation of.

The transportation and handling of explosives by the carrier is always attended with great hazard and danger. This part of the transportation service has been brought under the direct supervision of the United States Government, which has, through the Interstate Commerce Commission, issued and put into force two sets of regulations: (1) Rules and Regulations Governing the Transportation of Explosives, and (2) Rules and Regulations Governing the Transportation of Dangerous Articles other than Explosives. These rules require the placarding of cars as precaution against the improper handling of a car loaded with explosives or other dangerous articles.

For complete set of rules and regulations governing the transportation of explosives and other dangerous articles, see another volume.

§ 17. Demurrage—Car Service.

Demurrage is a practice of charging a nominal rental per day for the detention of a car beyond a specified "free time" for loading or unloading. This practice for years

was a subject of bitter contention between the carriers and shippers, and it must be admitted that many practices were indulged in by the carriers under the guise of "demurrage" that are not consonant with the present day order of demurrage regulations and charges. The subject has been extensively dealt with by the Interstate Commerce Commission and by associations representing both carriers and shippers, and today we have a so-called national code, beside numerous states codes, of demurrage regulations. A persistent movement toward uniformity in the national and state demurrage codes has resulted recently in a practical degree of harmony in the manner of computations of demurrage time and rates of charge therefor.

Three distinct plans of demurrage are in effect in different parts of the country: (1) Straight demurrage; (2) Average plan; and (3) Reciprocal demurrage.

Under the straight plan of demurrage no allowance or credit is made to the shipper who releases equipment before free time has expired, but charges are made and collected on all equipment detained beyond free time.

The average plan permits an average of time of the releases before free time has expired and the detentions beyond free time for a given period, usually a month.

The reciprocal plan of demurrage requires the payment of a specified amount to the shipper proportioned according to the time cars are released before the expiration of the free time period.

For full description of the three plans of demurrage, "high-pressure" demurrage, the national code of rules and charges, free time periods, rates of charge, legal status of demurrage charges, etc., see a subsequent volume.

§ 18. Weights and Weighing.

The Interstate Commerce Commission has recently given much consideration to the question of the correct

weighing of shipments. It has found that a majority of the scales used by carriers are not standard scales and that erroneous weights were the practice rather than the exception. The shipper has a right, under the law, to have the correct weight of his shipment ascertained so that the charge computed thereon may be correct.

At all points where L. C. L. freight is accepted for shipment carriers maintain scales. These scales should be standard tested scales, and it is the duty of the carrier to obtain the correct weight of shipments. Track scales are maintained for the weighing of carload traffic. These scales should be subjected to the same tests for accuracy as the carrier's house scales.

The shipper, or his representative, should acquaint himself with the proper methods of using both track and house scales, and see to it that correct weights of his shipments are obtained.

The action of the Commission has caused the carriers to set about the correction and standardization of their scales, and scale-testing cars are now employed by the carriers in regular inspection of scales.

A full description of methods of weighing shipments is given in a subsequent volume.

§ 19. Allowances.

The Act to Regulate Commerce requires the common carrier subject thereto to furnish not only the service of carriage, but all necessary facilities to make the service of transportation complete under existing traffic and commercial conditions. Hence, if the carrier fails to furnish some necessary facility, and the shipper furnishes it in connection with the transportation of his goods, the carrier may under proper tariff provision allow to that shipper the cost of furnishing such facility. Allowances border so

closely upon the illegal practice of rebating that the Commission has placed severe restrictions upon them; further allowances are looked upon as repugnant to the spirit of the Act to Regulate Commerce. Allowances such as for car fittings, elevation and private cars may be made when furnished by shippers.

The recent Industrial Railways case before the Commission had to do with the practice of making allowances out of published rates to industrial railroads operated by shippers of freight.

As the question of allowances is almost entirely of legal significance, it is treated at length in subsequent volume.

§ 20. Private Car Mileage.

Large shippers, particularly those whose business requires special equipment, such as packers, oil refiners, etc., own and ship their goods in private cars.

Two distinct advantages are derived by the owners of private cars: (1) As a facility furnished by the shipper, the private car is paid for by the carriers on a mileage basis, while a box car owned by a carrier simply earns a per diem which amounts to less than the mileage basis would yield. The owner of the private car has the advantage of having his car earning mileage at a high rate of speed both when empty and under load; and (2) a highly expedited service.

The question of mixture allowed to owners of private cars and the manipulation of private cars to the exclusion of the carrier's box cars for loads made up of partly non-perishable commodities, give constant rise to contentions of discrimination on the part of general shippers and receivers of freight.

Rules for the equalization of empty and loaded private

car mileage are in effect, and result in a material lessening of transportation cost to the owners of private cars.

For full treatment of private cars, their legal status and mileage allowances, see later volume.

CHAPTER IV.

KINDS OF RATES AND CHARGES.

- § 1. Local.
- § 2. Joint.
- § 3. Through.
- § 4. Qualified.
- § 5. Proportional.
- § 6. Differential.
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- § 22. Reshipping.
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CHAPTER IV.

KINDS OF RATES AND CHARGES.

§ 1. Local Rates.

Rates may be divided as to kind into two general classes: (1) Rates which are characterized by the legal responsibility of the carrier or carriers therein, such as local rates, joint rates and through rates; and (2) qualified rates, where the qualification is significant of their application, such as "blanket rates," "concentration rates," etc.

A "local rate" is a rate applying between points on one and the same line of railroad, and the carrier initiating such local rate is solely responsible therefor.

§ 2. Joint Rate.

A "joint rate" is a rate applying from a point on one line of railroad to a point on another line of railway, and may include one or more intermediate lines of railway in its route. It is a rate created by agreement, with fixed or agreed divisions for each of the lines parties to the rate.

The legal responsibility of each carrier constituting the route over which the joint rate applies is determined by the power of attorney and concurrence filed with the Interstate Commerce Commission, in the case of interstate rates, legalizing its participation in the rate.

A joint rate is a unit, and liability of the carriers therein, so far as the shipper is concerned, rests upon the carriers making the rate as a whole.

§ 3. Through Rate.

A rate applicable over two or more lines of railway is either a joint rate made by agreement among the carriers comprising the through route, or a through rate made up of a combination of the "separately established rates . . . applied to the through transportation." The sum of this combination of rates operates as a unit for a single transportation service, and a contract (bill of lading) for through transportation is for transportation at the through rate, whether jointly or separately established, in force at the time the shipment is received by the carrier. "Through carriage" implies a "through rate." (2 I. C. C. Rep. 131.)

Thus, it is proper to speak of through rates as "a through rate" meaning a rate composed of the separately established intermediate or local rates of the carriers parties to the through route of the shipment, or "a joint through rate" meaning a through rate constructed by agreement between the participating carriers.

"A through route is a continuous line of railway formed by an agreement, express or implied, between connecting carriers. It must have a rate for every service it offers, and, as the route is a new unit—one line formed of two or more connecting lines—so its rate for every service is a unit, even though it be divided between the several carriers arranging themselves into the through route."

Re Through Routes and Through Rates, 12 I. C. C. Rep. 163, 166.

Laning-Harris Coal & Grain Co. vs. M. P. R. Co., et al., 13 I. C. C. Rep. 154.

§§ 4, 5. Qualified Rates—Proportional Rate.

A "proportional rate" is a part or remainder of a through rate applicable to certain defined traffic. In re Matter of

Form and Contents of Rate Schedules, 4 I. C. Rep. 701, the Interstate Commerce Commission defined a "proportional rate" to be "a proportion of a through rate which is lower between given points when the traffic has undergone transportation before reaching the first point, or is to be further transported after reaching the second, than the rates charged on like traffic which originates at one of such points and terminates at the other."

A proportional rate is a separately established rate, as that phrase is used in Section 6 of the amended Act to Regulate Commerce, applicable to through transportation. And it has not been understood either by the Commission, or by others, that a separately established rate can be other than an open rate available to all. The separately established or proportional rate is simply one way of making up the through rate between two points. On this subject the Commission has said:

"But while we have made no criticism, and as at present advised, see no grounds for any criticism of proportional rates applicable only to through movements from a defined territory or group of points, we have never recognized as valid and, as at present advised, see no grounds upon which we could recognize as valid a proportional rate limited to shipments that come into the proportional point over the lines of a particular carrier. Proportional rates limited to through movements from defined territory, or from a group of points, seem to form a proper basis for making up through charges for transportation from those points and that territory."

Bascom Co. vs. A. T. & S. F. R. Co., 17 I. C. C. Rep. 354, 356.

Re Restricted Rates, 20 I. C. C. Rep. 426, 436.

Re Advances between Mississippi and Missouri Rivers, 21 I. C. C. Rep. 546, 551.

Re Transportation of Wool, Hides & Pelts, 23 I.
C. C. Rep. 151, 176.

§ 6. Differential Rates.

The use of the word "differential" in connection with railroad freight rates to denote a variable difference in rates from standard rates leads to confusion when the literal meaning of the word "differential" is considered. We frequently speak of a differential rate when we mean the rate resulting from the application of a "differential."

The rates between eastern seaboard and western points in the Official Classification territory illustrate in a high degree the application of the term "differential." For instance, the measure or unit rate is Chicago to New York and the rates to Baltimore and Philadelphia are certain fixed amounts less. Any change in unit or base rate, Chicago to New York is automatically made in the rates subject to "differential" basis. The differentials remain constant regardless of any change in base rate.

The use of the term "differential rate" is also illustrated in the case of the through rates from eastern defined rate territories to Texas common-points, where the rates are constructed upon a fixed rate basis from St. Louis to Texas common-points, and "differentials" from the eastern rate territories. Thus, the rate from Pittsburg to Fort Worth or Dallas, Texas, first-class, is made up of the first-class rate from St. Louis, Mo., to Texas common points, plus the Pittsburg differential first-class.

"A differential rate," therefore, properly described, is the difference, whether it be in fractional ratio or not, above or below some fixed or standard rate to which the rate resulting from the application of the "differential" is related.

"Differentials" must not be confused with "arbitraries"

over or under a base rate. Such "arbitrary" denotes the "division" the carrier applying the arbitrary shall receive on "arbitrary basis." "Differentials" and "arbitraries" are not interchangeable terms.

§ 7. Class Rates.

Class rates are the general rates of a carrier or carriers applicable to classified traffic. They are absolute in their nature and apply to the lettered or numbered classes or groups of commodities which are rated in such classes or groups by the classification schedule.

Annual Report of Interstate Commerce Commission for the Year 1887 (First Ann. Rep.).

Acme Cement Plaster Co. vs. L. S. & M. S. R. R. Co., et al., 17 I. C. C. Rep. 30.

§ 8. Commodity Rates.

A commodity rate is a special rate applicable to a certain commodity or defined group of commodities, established because of peculiar or unusual circumstances and conditions attending the transportation of the commodity or commodities. Commodity rates are mostly confined to carload quantities. They usually apply upon low-grade commodities and the great staples which require low rates in order to give them general movement.

Theoretically, a commodity rate can not be defended. There is presumed to be a fixed relationship between the classes of articles in the classification of freight. Since the classification is supposed to determine that relation, there should be no necessity for diversion from the class rate levels. Commodity rates are always in the nature of a preference, not necessarily undue, and while the tendency of the Interstate Commerce Commission is to eliminate these special rates and work more nearly to a class basis, nevertheless the rates of the country have been

built upon a theory of producing rates which the traffic will bear, and to apply any other theory would be revolutionary and destructive of many legitimate business enterprises.

U. S. Leather Co. vs. So. Ry. Co., et al., 21 I. C. C. Rep. 323, 325.

Generally speaking, commodity rates are lower than the class rates upon the same article or articles, but it does not follow that all commodity rates must be lower, or are lower, nor is it obligatory upon the carrier to establish them as lower rates. A notable instance of a commodity rate higher than the class rate is in the case of the commodity rate on automobiles under the Official Classification which is computed at 110 per cent. of the first-class rate, which is basically the rate.

The Interstate Commerce Commission is disposed to encourage the making and application of class rates wherever practicable, because it has a tendency toward uniformity and stability of rates. It is only in cases where it clearly appears that the inclusion of a given article in a certain class results in unreasonable charges, and a lower classification will not meet the demands of justice, that commodity rates should be established.

Acme Cement Plaster Co. vs. L. S. & M. S. Ry. Co., et al., 17 I. C. C. Rep. 30.

Despite this policy on the part of the Commission, nearly seventy-five per cent. of the tonnage of the United States moves on commodity rates.

Whenever a commodity rate is named in a tariff between specified points, such commodity rate is the lawful rate and the only rate that may be used with relation to that traffic between the points named, even though a class rate or some combination may make a lower charge. Except as provided in sectional tariffs carrying both class and,

commodity rates and providing for the alternate application of rates. (See below.) The fixing of a commodity rate on an article or class of related articles removed such article or articles out of the classification and out of the class rate application between the points to which such commodity rate or rates apply.

Rule No. 7—(a), Tariff Circular 18-A. (I. C. C.).
Rule 84, Confr. Rulings, Bull. No. 6.

Wheeling Corrg. Co. vs. B. & O. R. Co., et al.,
18 I. C. C. Rep. 125.

While the naming of a commodity rate takes the articles out of the class rate application, it does not prevent the alternative use of class and commodity rates under proper tariff authority.

Wheeler & Motter Mer. Co. vs. C. B. & Q. R. Co.,
20 I. C. C. Rep. 141, 145.

U. S. Leather Co. vs. So. Ry. Co., 21 I. C. C. Rep.
323, 325.

Georges Cooperage Co. vs. C. M. & St. P. R. Co.,
21 I. C. C. Rep. 5, 6.

Commodity rates are, in their essence, exceptions to classification ratings, based upon a belief in the economic expediency of such course.

R. R. Co., etc., vs. So. Ry. Co., 21 I. C. C. Rep.
329, 332.

Class rates or commodity rates may be made for specified mixed shipments and will be the lawful rates for such mixtures, even though certain parts of the mixtures are covered by class or commodity rates when shipped separately.

Rule No. 7—(a), Tariff Circular 18-A. (I. C. C.).

§ 9. Any-Quantity Rates.

An "any-quantity" rate is a uniform rate per one hundred pounds, or other unit of weight, which is applied

irrespective of quantity to all shipments to which such rating is applied, and, therefore, indiscriminately to all shippers. This system of rates applies mostly in the Western and Southern classification schedules.

The application of an "any-quantity" rate means that no differential is provided for the carload quantity, but that a uniform rate for any quantity is made.

In a section of the country where any-quantity rates prevail, the Interstate Commerce Commission has announced that it will not order the establishment of carload differentials, especially when such action would tend to raise the less-than-carload rates and restrict the buying territory patronized by small dealers and consumers.

Duncan & Co., et al., vs. N. C., etc., R. Co., et al.,
16 I. C. C. Rep. 590, 592.

§ 10. Carload Rates.

A carload rate is a quantity rate differentially constructed below the any-quantity rate which would otherwise apply on a full carload. In their essence, carload rates are preferences, not necessarily unjust, in favor of the shipper of large quantities of an article. While theoretically open to all shippers, carload rates can only be enjoyed by those shippers whose business is sufficiently large to provide the movement of traffic in quantities to meet the required minimum weights upon which the carload rates are made to apply.

The basis of all carload rates is economy in the handling of shipments and the greater proportionate use of the capacity of car equipment.

§ 11. Distance Rates.

A "distance" rate is a rate applicable to specified distances, such as "five miles," "ten miles," etc., as contra-

distinguished from rates which apply from one point to another, and may apply upon class traffic or upon specific commodity or upon a character of traffic susceptible to commodity rate application.

The mileage distance scale of rates is probably the most fundamental of all rate application in tariff form besides being the simplest form in which rates are expressed. It is most generally applied over newly built lines of railway before traffic and operating conditions become settled, and on branch lines; also in computing charges for back-hauls, and out-of-line hauls, and by state authorities in applying legislatively constructed rates.

A mileage scale of rates ordinarily yields a much higher rate in proportion for a short haul than for a long haul; and when, therefore, two short hauls are combined, it is usually unjust to require the two carriers to accept compensation at the rate per mile applied for the entire long haul. To a degree such carriers are entitled to a higher rate, in consideration of the fact that the individual hauls are relatively short. But as distance increases the force of this consideration decreases. When distances of over five hundred miles are involved, the fact that the service is by two lines is largely negligible.

Re Unreasonable Rates on Meats, 23 I. C. C. Rep. 656, 661.

Cattle Raisers' Assn., etc., vs. M. K. & T. R. Co., 11 I. C. C. Rep. 296.

Carrying out this principle the projection of distance rates on the basis of the rate per mile of short hauls into the charge for long hauls would render long haul rates prohibitive. Hence, a "tapering" or diminishing scale is employed in which the rate per mile decreases as the distance increases.

§ 12. Blanket or Group Rates.

These terms are descriptive of the application of a rate rather than of the quality of the rate itself. The transportation of low-grade commodities that move in bulk and in large quantities has been responsible for a system of rate-making known as "group" or "blanket" rates. The custom is long-established and consists of grouping or arranging into a blanket application of the rate, a number of related points or a defined section of territory. Such rate adjustments to a certain extent disregard distance. This is inevitable, because many products, such as grain, coal, etc., moving from points of production under a mileage distance scale of rates would find the rates prohibitive long before the distant market could be reached.

Kansas City Transp. Bu., etc., vs. A. T. & S. F. R. Co., 16 I. C. C. Rep. 195, 204.

The Interstate Commerce Commission holds that blanket or group rates in many cases, especially with reference to particular commodities, are of great advantage to the public without serious injustice to any interest, though there is, of necessity, more or less disregard of distance and varying degree of inequality.

Chicago Lumber & Coal Co., et al., vs. Tioga S. E. R. Co., et al., 16 I. C. C. Rep. 323.

Group, blanket, or "zone" rates, as they are also sometimes called, are based upon distance only in the sense that the difference in rates should decrease as the distance to points of destination increases, and as between points embraced within the same group the percentage of distance over or under the average distance of the group to point of origin or destination should not be excessive.

Re Investigation and Suspension Dockets 38 and 38-A, 21 I. C. C. Rep. 591, 594.

Williams Co. vs. V. S. & P. R. Co., 16 I. C. C. Rep. 482, 484, 487.

Avery Mfg. Co. vs. A. T. & S. F. R. Co., 16 I. C. C. Rep. 20, 24.

Moise Bros. Co. vs. C. R. I. & P. R. Co., 16 I. C. C. Rep. 550, 556.

Hitchman Coal & Coke Co. vs. B. & O. R. Co., 16 I. C. C. Rep. 512, 520.¹

Where the blanket, group or zone adjustment of rates is resorted to the burden clearly rests upon the carrier or carriers to provide rates that shall not be unreasonable from any point of origin or to any point of destination. While in the application of group or zone rates of necessity a discrimination arises between points in the near and far edge of a group, this discrimination is generally not an undue one. But the prohibition of the statute is no less unqualified as against such group rates—that the grouping of rates, localities or commodities must not be unreasonable or result in unjust discrimination—than with regard to any other method of assessing the transportation charge.

Sawyer & Austin Lbr. Co. vs. St. L. I. M. & S. R. Co., 21 I. C. C. Rep. 464, 466.

S. W. Missouri Millers' Club vs. M. K. & T. R. Co., 22 I. C. C. Rep. 422, 424.

Sun Co. vs. I. S. R. R. Co., 22 I. C. C. Rep. 194, 197.

This system of rate application is largely in vogue over long distances, such as from eastern territory to Texas common-point territory and transcontinental traffic. The

¹ This latter case holds that a group territory must have certain and definite boundary lines, and when once established should not be extended unless clearly warranted.

largest blanket application of rates in existence is noted in the Transcontinental Freight Bureau tariffs.

Indpls. Frt. Bu. vs. C. C. C. & St. L. Ry. Co.
et al., 23 I. C. C. Rep. 195, 203.

§ 13. Graded Rates.

Graded rates recognize the distance principle in the making of freight rates. Such rates increase with increasing distance in ratio with the difference in distance. For long distances the increase, mile for mile, should not be as rapid as in the case of short-hauls. A graded rate is the exact opposite of a group or blanket rate, in that it conforms to an equitable distance progression. Generally speaking, the graded rate, more than any other system of rate-making, meets the requirements of the underlying principle of the Act to Regulate Commerce as it affects rate making—of equitably graduated charges on like traffic having regard to the amount of the transportation service and the commodity relationship of the traffic. The Interstate Commerce Commission has suggested the propriety of a system of graded rates on transcontinental traffic, thereby allowing points intermediate to the Atlantic Seaboard territory lower rates to the Pacific Coast terminals than apply from the seaboard cities.

Lehmann, Higginson & Co. vs. S. P. Co., et al.,
4 I. C. C. Rep. 1, 3 I. C. Rep. 80.

Business Men's League, etc., vs. A. T. & S. F.
R. Co., et al., 9 I. C. C. Rep. 318.

Re Investigation and Suspension Docket 24, 21
I. C. C. Rep. 546.

Re Transp. of Wool, Hides & Pelts, 23 I. C. C.
Rep. 151, 164.

Indianapolis Frt. Bu. vs. C. C. C. & St. L. R. Co.,
et al., 23 I. C. C. Rep. 195, 198.

§ 14. Graduated Rates.

As freight rates, see "Graded Rates," section 13, ante.

Graduated rate is the term applied to the progressive graduation of basal express rates according to progressive poundage scale. (See "Express and Parcel Post Services.")

§ 15. Concentration Rates.

Concentration rates result from a system of providing relatively low rates for the gathering up in small quantities, or, in the case of low-grade commodities like coal and logs, in carload quantities, and concentrating at a central shipping point. Such a system of rates reflects a distinct rate-making policy recognizing the "transit" necessities of the articles to which applied.

The concentration points are established with relation to producing points or territory and the ultimate markets. Various facilities are provided at these concentration points; for instance, in the case of cheese in Wisconsin, warehouses are provided in which the cheese is stored and held pending final shipment to markets of consumption. These concentration rates are a form of "transit" and are generally lower, all factors considered, than the reshipping rates to the markets.

In other instances, instead of a separately established concentration rate, the concentration cost, as in the case of coal on the Norfolk & Western Railway on its Bluefield-Columbus division, is included in the through rate.

R. R. Com., etc., vs. C. & N. W. R. Co., 16 I. C. C. Rep. 85, 90.

Re Advances on Coal to Lake Ports, 22 I. C. C. Rep. 604, 614, 615.

Sondheimer Co. vs. I. C. R. R. Co., 17 I. C. C. Rep. 60, 66.

Anderson, Clayton & Co. vs. C. R. I. & P. R. Co.,
18 I. C. C. Rep. 340.

Block & Co. vs. L. & N. R. R. Co., 18 I. C. C.
Rep. 372.

Red River Oil Co. vs. T. & P. R. Co., 23 I. C. C.
Rep. 438, 447.

Tap-Line Case, 23 I. C. C. Rep. 549, 650.

Southern Illinois Millers' Assoc. vs. L. & N. R.
R. Co., 23 I. C. C. Rep. 673, 677.

§ 16. Compelled Rates.

A "compelled rate" is a term used to denote a rate which is fixed at a certain figure, usually lower than the general adjustment of its related rates, by force of actual or potential water or other competition, and sometimes by direct railroad competition. It is a rate which the carrier establishing it is powerless to control, unless it is willing to retire from participation in the traffic affected. Rates to points adjacent to the Great Lakes ports and points on the Mississippi and Missouri rivers are compelled rates. Even some of the transcontinental rates are declared by the carriers to be compelled rates by reason of the actual or potential effect of the ocean competition, and with the opening of the Panama Canal this claim will probably be more emphatically asserted than ever before.

§ 17. Equalizing Rates.

While equality in treatment of shippers, in the sense of the demand for and use of the transportation service, the facilities incidental to the service, and the reaching of competitive markets on relatively equal terms and conditions, is fundamental in the scheme of regulation of the Federal Government, there is no requirement in the Act to Regulate Commerce that rates shall be the same over

all lines between the same points. The law leaves the carriers free to fix its rates without reference to rates of other carriers, so long as such rates are not unreasonable nor unjustly discriminatory. That a carrier may in the establishment of its rates meet the competition of other carriers for the same traffic is not denied as it is a business policy left entirely to the carrier's judgment. Carriers are not obliged at law to meet short-line competition. Rates are not unreasonable because they are higher than a lower rate via another or shorter route or via a water line.

The term "equalizing rate" has been susceptible of two meanings in the past. A practice once existed, but is now condemned by the Interstate Commerce Commission, of rebating the difference between a published rate for a longer haul and the published rate of another carrier applying via a shorter line. The doctrine now adhered to, and which absolutely precludes this pernicious practice, is that charges must in every manner conform to the published tariffs on file with the Interstate Commerce Commission.

An "equalizing rate" also means an adjustment of rates at a level which will equalize natural disadvantages of shippers or localities. Within certain limits this policy of rate-making has its merits; but it may easily be so applied as to amount to unjust discrimination or advantage.

In seeking an equalizing rate adjustment ample consideration should first be given to the equitable or non-equitable effect of the adjustment contended for, and recognition given to the economic relation which the points affected by the adjustment will bear to each other. The law imposes upon the carrier the duty of affording equal treatment to all shippers who are in a position to demand it. But this does not mean that carriers can in justice be required to equalize natural disadvantages in location,

cost of production, and the like, to the extent of preferring one set of shippers over another, or one locality over another. It is not contemplated in the authority given the Interstate Commerce Commission that it should require carriers to equalize economic advantages, or disadvantages, to place one market in competition with another, or to treat all railroads as a part of one great whole or to apportion to each a certain territory and require all to meet upon a common basis at all points. It is neither the duty of the Commission nor any part of the function of the carrier to equalize markets, or commercial advantages of cities, except as may be essential to the correction of apparent injustices.

Marley & Sons vs. N. & W. R. Co., 11 I. C. C. Rep. 616.

Johnson vs. S. L. & S. F. R. Co., 12 I. C. C. Rep. 73.

Coml. Coal Co. vs. B. & O. R. Co., et al., 15 I. C. C. Rep. 11.

So. Canon Coal Co. vs. C. & S. R. Co., et al., 17 I. C. C. Rep., 286 (18 I. C. C. Rep. 572).

Manefee Lbr. Co. vs. T. & P. R. Co., et al., 15 I. C. C. Rep. 49.

Re Investigation of Rates on Meats, 22 I. C. C. Rep. 160, 163.

Elk Cement & Lime Co. vs. B. & O. R. Co., 22 I. C. C. Rep. 84, 88.

Empson Packing Co. vs. C. M. R. Co., 22 I. C. C. Rep. 268, 270.

Carstens Packing Co. vs. O. & W. R. Co., 22 I. C. C. Rep. 77, 81.

Ashland Fire Brick Co. vs. S. R. Co., et al., 22 I. C. C. Rep. 115, 121.

Bituminous Coal Operators vs. P. R. R. Co., 23 I. C. C. Rep. 385, 391.

Sioux City Terminal Elevator Co. vs. C., M. & St. P. R. Co., 23 I. C. C. Rep. 98, 109.

Red River Oil Co. vs. T. & P. R. Co., 23 I. C. C. Rep. 438, 442.

Re Wharfage Charges at Galveston, 23 I. C. C. Rep. 535, 544.

The Interstate Commerce Commission will not award reparation for the purpose of equalizing rates, since it is the duty of the shipper to give his shipment to the carrier having in effect the lowest lawfully published rate. The Commission will not permit itself to be made an agency through which the rates of competing carriers may be equalized by adjustments made subsequent to the performance of the transportation service simply because the rates of one or the other were at the time "out of line" with those of its competitor. You may not expect the Commission to authorize a refund for the purpose of equalizing the rate of the line to which you give your business, or that you may accept a shipment with the understanding or expectation that an order of reparation will be sought at the hands of the Commission for the purpose of equalizing to the shipper a rate which he could have secured by giving the shipment to another carrier.

Swift & Co. vs. C. & A. R. Co., 16 I. C. C. Rep. 426, 429.

In this connection attention is directed to the exact language of the Commission's Rule No. 59, of its Tariff Circular 18-A, affecting equalizing rates:

"In the not distant past many carriers issued circulars or tariff rules which in effect and substance stated that that carrier would meet any rate or fare made by a competitor or share in any through rate or fare made by a connecting

carrier for the purpose of meeting or protecting any rate or fare via another route or gateway. Those rules plainly intended and contemplated that rates or fares which were not found in that carrier's tariffs should be applied to traffic moving over its lines.

"The law makes it clear that no carrier can lawfully apply to transportation over its lines any rate, fare or charge that is not plainly stated in its own tariffs at that time, and that all such rules as are now referred to and all practices under such rules are unlawful."

§ 18. Restricted Rates.

A "restricted" rate is one that is restricted in its application or use to shipments for a particular shipper or consignee, or to a certain commodity only when transported for a particular use, or a rate that is restricted to the use of certain shippers and not open to all shippers alike, either expressly or by ultimate application. Such restricted rates are unlawful.

The Interstate Commerce Commission has ruled (February 3, 1908) that "a tariff providing for reduced rates on coal used for steam purposes, or that the carrier will refund part of the regular tariff charges on presentation of evidence that the coal was so used, is improper and unlawful. That is to say, the carrier has no right to attempt to dictate the uses to which commodities transported by it shall be put in order to enjoy a transportation rate."

Confr. Ruling No. 34, Bull. No. 6, February 3, 1908.

The Commission had previously held (November 4, 1907) a rule in a tariff providing that—"The above rates will only apply on shipments handled by steam power and will not apply when handled by electrical power"—was an

unlawful limitation of the rates and must be eliminated from the tariff.

Confr. Rulings No. 2, Bull. No. 6, November 4, 1907.

November 13, 1908, the Commission further emphasized its holding in the following ruling:

"A carrier, or a person or corporation operating a railroad or other transportation line, may not, as a shipper over the lines of another carrier, be given any preference in the application of tariff rates on interstate shipments, but it may lawfully and properly take advantage of legal tariff joint rates applying to a convenient junction or other points on its own line, provided such shipments are consigned through to such point from point of origin and are, in good faith, sent to such billed destination. In other words, one carrier shipping its fuel, material or other supplies over the lines of another carrier must pay the legal tariff rates applicable to the commodities shipped by an individual."

Confr. Rulings No. 225, Bull. No. 6, November 13, 1908.

Confr. Rulings No. 224, Bull. No. 6, May 12, 1908.

Confr. Rulings No. 253, Bull. No. 6, April 5, 1909.

Confr. Rulings No. 324, Bull. No. 6, June 19, 1911.

In this manner the Commission condemned the old practice of restricted rates on "railroad fuel coal."

In the investigation known as "In the Matter of Restricted Rates," 20 I. C. C. Rep. 426, the Commission upheld these former rulings and declared restricted rates of the nature above indicated unlawful and unduly discriminatory, in violation of sections 2 and 3 of the Act to Regulate Commerce.

In this connection attention is directed to an able dissenting opinion, handed down with the report of the

Commission in this case, by Commissioner Prouty, in which the Commissioner distinguished between railroad fuel coal and commercial coal, declaring that the "movement of coal for railroad fuel supply so differs from the movement of coal for private use that a different system of rate making may properly be applied to its transportation." (See page 437 of the report in 20 I. C. C. Rep. 426.)

§ 19. Flat Rates.

The term "flat" rate is used in the sense of "net rate," meaning a rate from which there is no lawful deviation either by reason of the extension of a transit privilege where the through rate from original point of origin to ultimate destination is the eventual total charge, or by reason of any lawful allowance to the shipper for facilities furnished or services rendered incidental to and part of the transportation service. The flat rate system is the basis of the reshipping proportional rates which the Commission suggests and urges should ultimately supplant the present system of "transit rates."

Re Substitution of Tonnage at Transit Points,
18 I. C. C. Rep. 280.

§ 20. Flat "Car Rates."

A flat "car rate" denotes a lump sum charge for a carload movement, instead of a rate of so much per one hundred pounds or other specified weight unit. Usually flat "car rates" are named for short hauls, concentration and switching movements, where it is the policy of the carrier to conserve certain arbitrarily fixed revenue minima per car. A notable instance of the flat car rate, however, for long distances, was the car rates on automobiles to the Pacific Coast territory under the transcontinental tariffs.

In the coal mining and stone quarry districts flat car

rates are in effect for the concentration service. For short hauls of carload shipments of sand, gravel, stone, coal, etc., flat car rates are in vogue. (See 23 I. C. C. Rep. 474, 478.)

§ 21. Leased-Car Rates.

This system of rates is unusual and was known as the "New England system," or the leased-car system of rates as applied to the transportation of milk from the producing territory to Boston, Mass. The charge is fixed at a lump sum per annum per car. These rates are based upon the distance of the milk-car haul. The rate on the Boston and Maine Railroad was fixed at \$125 per mile per year from 1 to 75 miles, with an additional sum of \$112.50 per mile added beyond 75 miles and up to 125 miles; and a further additional sum of \$75 per mile for all distances over 125 miles. While this was the method of construction in making the rate, the rate was published in the tariffs to the effect that milk cars will be transported between certain points named for the sum of money specified in the tariff. Thus, the tariff charge for the movement of the milk car between White River Junction, Vt., and Boston, Mass., was fixed at \$17,250 per annum, with a maximum load per car of 1,050 cans of 8½ gallons capacity, and for all excess above such maximum a per-can charge was added.

The Interstate Commerce Commission, in the case of *Albree vs. B. & M. R. Co., et al.*, 22 I. C. C. Rep. 303, 327, declared this leased-car system of rates not to be unlawful, if proper tariff provision therefor is made.

§ 22. Reshipping Rates.

We come now to the most important feature of the adjustment of rates on "transit" commodities. Strictly speaking a "reshipping rate" is a proportional rate. It is a rate based upon the assumption that the commodity

moves by rail into the point from which the reshipping rate applies, but no evidence is required when the out-movement takes place of the manner in which the in-movement occurred nor of the point of origin from whence it came. Reshipping rates are the "out-rates" in a system of "in-and-out" rates applied to central shipping points for commodities generally moving under transit rates. It is a system which removes the uncertainty of transit rates and in their stead inaugurates equality and stability in competitive and rate conditions among shippers of those commodities which require concentration or change of form in transit. It is a system which the Commission looks upon with favor and urges to take the place of transit rates at transit and concentration points.

A system of reshipping rates on grain in vogue at Nashville, Tenn., was condemned in 1909 by the Interstate Commerce Commission, because it consisted of charging local rates to Nashville and local rates to the ultimate destination and then shrinking the charges to the basis of the through rate from original point of origin to final destination. This system was simply another name for an illegal transit-basis, and amounted to a device whereby the grain could be moved at less than the lawfully published rates.

Duncan & Co. vs. N. C. & St. L. R. Co., et al., 16
I. C. C. Rep. 590, 599. (21 I. C. C. Rep. 186.)

For reshipping rate defined as "proportional rate," see—
Baltimore, etc., vs. B. & O. R. Co., et al., 22 I. C.
C. Rep. 596, 600.

Under the "transit privilege" the out-movement of a shipment was under the balance of a "through rate," frequently without sufficient definiteness as to the source of the "balance of the through rate" from a tariff standpoint.

Hence, the Commission commends the "reshipping rate" as affording tariff publication of definite "out" rates.

Bd. of Trade of Chicago vs. A. C. R. Co., et al.,
20 I. C. C. Rep. 504, 513.

In speaking of the reshipping basis of rates in effect at St. Louis, Mo., on grain, the Commission has said:

"Grain might move from the field to the east through St. Louis, for example, from many points of origin with the right to mill or elevate at St. Louis. Under this system the grain paid a certain rate into St. Louis and what was known as the balance of the through rate when it went forward. Since the division of this through rate which was allowed to lines east of St. Louis varied with the point of origin it resulted that the balance of the through rate differed. In a market like St. Louis, where there is a large local consumption, and where, therefore, surplus billing to a considerable amount could always be had, it was possible by the crossing of billing, by selecting the most favorable billing, and by other practices, to defeat the through rate so that this system, while in theory entirely just, was in its working filled with iniquity. To prevent discrimination arising from these methods the Commission has long believed that when conditions admit rates should be established from these larger grain markets applicable to all grain handled at and shipped from the market, irrespective of its point of origin."

Southern Illinois Millers' Assoc. vs. L. & N. R.
Co., et al., 23 I. C. C. Rep. 672, 675.

Re Transportation of Wool, Hides & Pelts, 23
I. C. C. Rep. 151, 176.

§ 23. Released Rates.

"Released rates" are directly based upon the value of the commodity to which they are applied. They are condi-

tioned upon the shipper's assumption of part or all of the risk of transportation of his goods. A reasonable rate graduated according to the value of the goods, or a reasonable graduate, according to value, or the standard rate established on a specific commodity is permissible, but the conditioning of the rate by means of rules and regulations which are misleading, unreasonable or incapable of literal enforcement in a court of law is both a vicious and unlawful practice.

Released rates, conditioned as hereafter indicated, are lawful or unlawful as stated under each condition:

Conditioned upon the shipper's assumption of risk of loss due to causes beyond the carrier's control.

Such a condition is valid and may be sustained in law.

Conditioned upon shipper's assumption of entire risk of loss.

Such a condition is void and unlawful as against loss which occurs by reason of the carrier's negligence or other misconduct.

Conditioned upon shipper's agreement that the carrier's liability shall be limited to a certain specified value.

Such a condition is valid when the loss occurs through causes beyond the carrier's control, or when the loss is due to the carrier's negligence, if the shipper has himself declared the value, expressly or by implication, the carrier accepting the same in good faith as the real value, and the rate of freight being fixed in accordance therewith. But the condition is void as against loss due to the carrier's negligence or other misconduct, if the specified amount does not purport to be an agreed valuation, but has been arbitrarily fixed by the carrier without reference to the real value, or, if the specified amount, while purporting to be an agreed valuation, is in fact purely fictitious and rep-

resents an attempt on the carrier's part to limit its liability to an arbitrary amount.

In its final sense, this means that the carrier may not make use of its "released rates" as a means of escaping liability for the consequences of its negligence, either wholly or in part.

The Cummins Amendment to the Interstate Commerce Law, effective June 2, 1915, makes common carriers liable for the actual value of shipments lost or damaged in transit, while in their possession, and has the effect of setting aside all releases not based on actual value.

Re Released Rates, 13 I. C. C. Rep. 550, 551, 561.

Miller & Lux vs. S. P. Co., 20 I. C. C. Rep. 129.

Dells Paper & Pulp Co. vs. C. & N. W. R. Co.,
20 I. C. C. Rep. 419.

Southern Cotton Oil Co. vs. So. Ry. Co., 19 I.
C. C. Rep. 79, 80.

Southern Cotton Oil Co. vs. P. & N. R. Co., 18
I. C. C. Rep. 180.

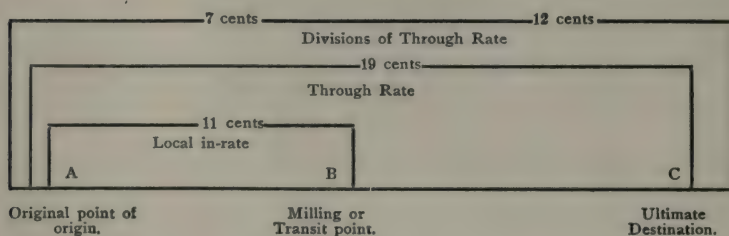
Salomon Bros. vs. N. O. & N. E. R. Co., 15 I.
C. C. Rep. 332.

§ 24. Transit Rates.

The expression "transit rate" denotes a process in rate computation of eliminating on final movement from transit point the difference between the local in-rate to the transit point and the portion of the through rate through the transit point from the original point of origin to the transit point, the out-rate from the transit point being made up of the balance of the through rate to ultimate destination.

Thus a carload of grain originates at a point west of the milling point B and moves into B on a local rate of 11 cents per 100 pounds. The grain is milled at B and moves out later to the market C. There is in effect from the

origin point A a through rate via transit point B to market C of 19 cents per 100 pounds. The final computation of the rate is to shrink the difference out of the division of the 19-cent rate applying from origin point A to milling point B, which we will say is 7 cents between that division of the through rate and the local rate of 11 cents, or 4 cents per 100 pounds. The balance of the through rate would be 12 cents, less a rebate of 4 cents, to make the through rate 19 cents per 100 pounds.



In other words, the object of transit is to enable the shipper to receive the benefit of the through rate from point of origin to the point of final destination instead of requiring the shipper to pay the local rate to the transit point plus the local rate from the transit point to the final destination, which latter combination would be in excess of the through rate. The difference between such combination of local rates and the through rate is refunded to the shipper, upon proper showing of the transit nature of the shipment, the shipper having paid the local in-rate to the transit point on the original in-movement.

Re Milling-in-transit Rates, 17 I. C. C. Rep. 113.

Re Through Routes and Through Rates, 12 I. C. C. Rep. 163.

Confr. Rulings No. 119, Bull. No. 6, November 13, 1908.

The through rates applicable to transit traffic are the through rates in effect under lawful tariffs at the time of the first delivery to the carrier for the in-movement to the transit point. It is a fundamental rule that changes in rates do not affect shipments in the course of transportation, and transit traffic is constructively in course of transportation until delivered at final destination, provided such final delivery is made from an out-movement beginning before the expiration of the transit period fixed in the tariffs.

§ 25. Junction Rates.

The term "junction rate" is not a common one, but denotes a rate applicable to interchange traffic and covers practically a switching movement, usually performed between carriers within terminal limits. Usually the basis for interchange rates is a per-car unit. The use of junction rates is illustrated at Baltimore, Md., where such rates are in effect. The carrier fixes a rate to apply from its terminal tracks to the interchange track or junction with another carrier. In their publication these junction rates are made to apply to junctions not over a certain distance from the origin point of the traffic. Thus, the Western Maryland Railroad Company publishes class rates to junction points not more than five miles distant, as follows (rates in cents per 100 pounds, governed by Official Classification, in effect):

Class	1	2	3	4	5	6
Rates	6	6	5	5	4	4

And from such junctions another set of class rates apply to the delivery point on the tracks of the final carrier. Junction commodity rates would be published in like manner.

This rate application is rather unique and obtains notably at the City of Baltimore, Md.

Merchants' & Mfgs.' Assoc. vs. P. R. R. Co.,
23 I. C. C. Rep. 474, 477.

§ 26. Switch Rates.

A switching rate is one imposed for a switching service, and that in its simplest form consists of moving cars from one track to another track or into different positions on the same track. The switching service includes the moving of cars in the "make up" and "break up" of freight trains, setting of cars at freight houses, or on team tracks, or spotting cars on industrial switch tracks, interchange tracks, or pulling cars from freight houses, team tracks, or industrial tracks, the movement of trap cars, and the general movement of cars within terminals and at junctions. Switching rates are made upon both a flat per-car charge and on basis of so much per 100 pounds or ton. Minimum revenue rules are established to govern the absorption of switching charges. At many terminals and places the general rule is in effect that if the carrier performing the road haul of the car receives revenue of not less than \$15 per car it will absorb certain switching charges.

CHAPTER V.

PRINCIPLES OF RATE CONSTRUCTION.

- § 1. The Percentage Base Line System.
- § 2. The Group Relation Theory.
- § 3. The Basing and Common Point System.
- § 4. Arbitrary Rate.

CHAPTER V.

PRINCIPLES OF TERRITORIAL RATE CONSTRUCTION.

§ 1. The Percentage Base Line System.

We have heretofore distinguished the elementary construction of the rate factor as a factor for computing charges on a given weight unit, and it is the object of this chapter to distinguish several methods of systems employed in applying these rate factors in structures of related rates.

It is, of course, clear that if a carrier constructs rates on classes of traffic, or upon a single commodity, from one producing point to a number of competitive points of consumption of the traffic, such rates must in their relation to each other be adjusted in accordance with the competitive differences of the consumption points. Or, if circumstances differed, the rates might be constructed from a group of origin points to a single consuming point; or, in still other instances, from one group of origin points to a group of consuming points. The competitive differences would consist of variances in geographical location, commercial and industrial conditions, topographical location of the railway line serving each point, and railway competition. The single rate from one point to another single point in a combination of rates between points thus competitively related would hold little or no significance standing apart from the other rates. While it might be subjected to a test of reasonableness per se, the result obtained would mean practically nothing in a revenue

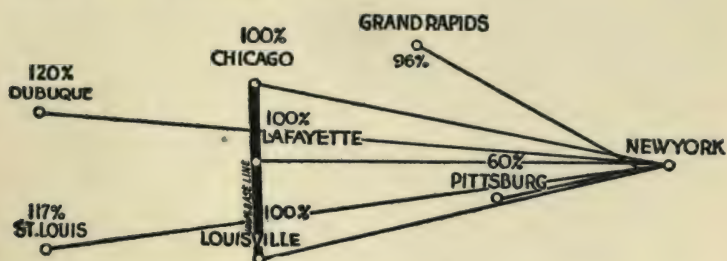
sense. The propriety of the single rate could only be determined by ascertaining its proper relation to the other rates to the points competitively related to the point to which the single rate applied. Such a relation of rates is termed "a rate structure." Several distinct principles of forming and constructing such rate structures exist, the more important of which it is our purpose now merely to describe, and later to analyze constructively as we come in contact with these principles in the more important class and commodity rate structures of the United States.

Four of these methods or systems of structural rate construction are mainly in use; i. e., "the percentage base line system," "the group system," "the basing-point" or the "common-point" system, and "arbitrary rate bases."

The "percentage base line system" consists of establishing a line of rates to a particular point at 100 per cent of all other related rates comprising the rate structure. If the distance principle is followed in the construction of the rates to the exclusion of other influences, then as points become less distant than the 100 per cent or computation point, their percentages of the computation rate becomes less than 100, and as the distance of points becomes greater than the 100 per cent point, their percentages for computation of rates become in excess of 100. Sometimes, instead of a single 100 per cent point for computation, two or more points are selected "on a line" at 100 per cent for computation of all the other related rates. This system of construction of rates in territorial structures is evidenced in the construction of rates from so-called Trunk Line territory in the eastern part of Official Classification territory to the territory west of the Western Termini (Buffalo-Pittsburg line) to and including the Mississippi River, and in the construction of rates from certain points in the so-called Western Trunk Line territory to St. Paul, Minn.,

Minneapolis, Minn., and points taking the same rates, the percentage base line being established between St. Louis and St. Paul.

This percentage base line system of construction is illustrated in the following diagram:

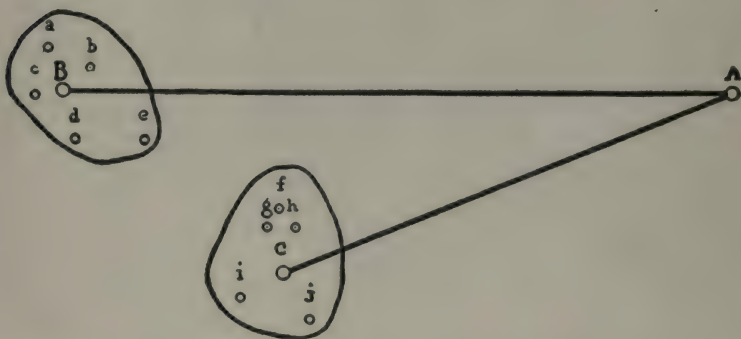


§ 2. The Group System.

The group or zone system of rate making is in reality the most fundamental of the methods referred to, and, in a strict sense, the percentage base-line system of construction in effect between the Atlantic seaboard and the Mississippi River, illustrated in the above diagram, is a group or zone distribution of rates constructed on a percentage relation to one another. The group or zone rate system is employed when a series of points commercially, and, therefore, traffically related, are served with equality of rates. Thus, if several points are so situated commercially, industrially, geographically, etc., that the enjoyment of an equal rate from some producing point or points is required to meet their market demands, the same rate is applied from the point or points of origin to such consuming points as a group. Usually several related points are grouped about a dominating rate or basing-point. Thus, in the group rate system it frequently happens that the location of a point in close relation to some important rate or basing point gives to such point advantages in rates to

which it would not otherwise be entitled. In other cases the area of the group is so large that the rates applied become of the postage stamp nature, without consideration of distance or distinguishment of local conditions. These group systems of rate construction are sometimes known as "blanket" or "flat" rate structures. Such a system of rate construction is notably illustrated in the case of the eastern groupings of points for application of rates into Texas and the southwest, the transcontinental system of rates (already condemned by the Interstate Commerce Commission) and the Western Trunk Line territory rate structures.

This system of rate construction may be illustrated by the following diagram:



Points a, b, c, d, e, take same rate as point B and points f, g, h, i and j take the same rate as point C. Instead of the single origin point A, we might have several points closely related to A which would be included in a group with A, also as origin points.

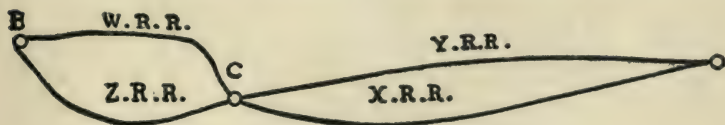
§ 3. Basing and Common Point System.

Basing points and common points are frequently confused and the terms interchanged.

The common point rate is a strictly competitive rate made to a point common to two or more lines of competing railways. The rate to the common point is in all things an open rate, to be used either on traffic which ends its transportation at the common point or to be used for through rate computation purposes where the rate to the common point is combined with a rate from the common point to some point beyond. Notable instances of common points exist in the Texas Common Point rate structure, and in the Colorado and Utah Common Point rate structure.

A basing point, in its most technical sense, should mean the selection of a particular point and the establishment of a fixed rate to that point to be used for the purpose of constructing rates to points more or less related to the basing point by adding rates to the basing point rate. In its truest sense the only real basing-point construction of rates in the country is in the southeastern territory. There the rate is fixed to some dominant trading center and the rate to the local point is made by combining with such basing point the local rate. This system of rate construction in the southeastern territory will be carefully analyzed in our treatment of the Southeastern rate structures in a subsequent chapter.

A basing-point, technically used, has a much more restricted application than a common point. Thus, a common point may be illustrated by the following diagram:



Points B and C are both common, locally, to railways X and Y, and common, jointly, to connecting line railways Y and W and X and Z.

§ 4. Arbitrary Rate Bases.

Arbitrary rate bases are points to which rates are arbitrarily established by the carrier, sometimes as an expression of what has been termed "the brutal power of non-competitive rate-making," and again with crafty foresight as to their usefulness in maintaining a desired rate level. These arbitrary bases are scattered about the country, and those of sufficient importance to warrant scrutiny will be analyzed in subsequent sections dealing with class and commodity rate structures.

By reference to the map of the United States the several methods or systems of rate construction which have been followed by the carriers in the establishment of the important rate structures can readily be traced.

First, we have the fundamental zone or group principle modified by a percentage gradation of the distance principle, from the Atlantic Seaboard territory (north of Norfolk and Potomac River) to the Mississippi River; second, we have the flat-rate principle employed between the Mississippi and Missouri rivers; third, we have the flat-rate principle, modified by the group method, sweeping from the Atlantic Seaboard territory to and including Colorado and Wyoming for the construction of transcontinental rates to and from the Pacific Coast territory; fourth, we find the base-line and common point method in the construction of rates from Eastern territory to Colorado and Utah common points and also to Texas common points; and fifth, a basing-point system employed in the construction of Southeastern rate structures and also in the construction of rates between the eastern territories and the so-called "Intermountain territory."

CHAPTER VI.

GENERAL FREIGHT RATE BASES IN OFFICIAL CLASSIFICATION TERRITORY.

- § 1. New England Freight Association Territory.
- § 2. Trunk Line Freight Association Territory.
- § 3. Central Freight Association Territory.
- § 4. Canadian Freight Association Territory.

CHAPTER VI.

GENERAL FREIGHT RATE BASIS IN OFFICIAL CLASSIFICATION TERRITORY AND FROM OFFICIAL TO DEFINED TERRITORIES.

In computing freight charges on shipments it is necessary to know whether through rates or combination rates are in effect. If through rates, it is necessary to know the method of publication, and combination rates the points on which the combination is made.

In this chapter it is our purpose to give only a general idea of how rates are published, in order that you may more clearly understand the application of tariffs which will be taken up in succeeding chapters.

§ 1. New England Freight Association.

From points in this territory, through rates are published to points in the following territories, or groups:

Trunk Line Territory. Canadian Freight Association, Central Freight Association, including prorating points in Iowa and Missouri, Saint Paul, Duluth, Winona and common points; Southeastern, Carolina and Mississippi Valley; Spokane rate points, North Pacific Coast terminals and intermediate points, British Columbia terminals, New Mexico and Arizona points, California terminals and intermediate points. Through ocean and rail rates are also published to the Southwestern Tariff Committee territory.

Proportional rates are published to Peoria, Ill., applying on shipments destined to points in Idaho, Minnesota, Montana, North and South Dakota, applying as provided in

tariffs, when not in conflict with published through rates. Maximum class and commodity rates are published to the Montana common points.

Combination rates are made on shipments destined to points in the following territories or groups, where through rates are not provided:

(1) **Canadian Freight Association Territory.** There are points in this territory to which no through rates are published, and arbitraries or local rates beyond the basing points must be added to make through rates.

(2) **Carolina, Southeastern and Mississippi Valley Territories.** Through rates are published to the principal points. Where through rates are not provided, it is necessary to add arbitraries or local rates applying from the nearest junction point, to make through rates.

(3) **North and South Pacific Terminals and Intermediate Territory.** Through rates are published to the principal points in these territories. There are some instances, however, where combination rates would apply, and through rates may be made by adding the rate from the junction point to destination, or by making a combination on the nearest Pacific Coast terminal and adding the local or the proportional rate.

Combination rates also apply to points in Minnesota (except Saint Paul, Duluth, Winona and common points). Trans-Mississippi River territory and Missouri River points, North and South Dakota, Montana common points, Southwestern Tariff Committee territory, Mexican common points, Winnipeg and the Canadian Northwest (except British Columbia coast terminals), and to points in Wisconsin, such as Beloit, Madison, Janesville, etc.

§ 2. Trunk Line Freight Association Territory.

The application of through and combination rates to

various defined territories is practically the same as from New England Freight Association territory.

§ 3. Central Freight Association Territory.

Through rates are published between points in this territory, including prorating points in Iowa and Missouri. Through rates also apply to points in the Trunk Line, New England and the principal basing points in the Canadian Freight Association territory. From the Eastern portion of the Central Freight Association territory, and from points located on or adjacent to the Ohio River, also from East St. Louis and St. Louis on the Mississippi River, and points taking same rates, through rates are published. Also miscellaneous commodity rates are published from this territory to points in Carolina and Southeastern territories.

Through rates are published to points in the Mississippi Valley territory, located on or adjacent to the Mississippi River, such as Memphis, New Orleans, Mobile and points taking the same rate. From the western portion of the Central Freight Association territory to the Mississippi Valley territory and to interior and junction points through rates are published. From the eastern portion of this territory through rates are published to the Mississippi River and junction points.

Through class and commodity rates are published to St. Paul, Duluth, Winona, and the common points.

To Montana common points, maximum class and commodity rates are published. Through rates apply to the Spokane rate group, North Pacific Coast terminals (including British Columbia coast terminals), also to intermediate North Coast territory.

To California terminals and intermediate points, including points in New Mexico and Arizona, through rates are

published. Through rates also apply to Southwestern Tariff Committee territory.

Through rates are published to points in Kansas.

Combination rates apply from Central Freight Association territory when through rates are not otherwise provided as follows:

To Southeastern, Carolina, and Mississippi Valley junction and interior points, points in Minnesota, Trans-Mississippi River and Missouri River points, North and South Dakota, Montana common points, intermediate North and South Pacific Coast points, Winnipeg and the Canadian Northwest (except British Columbia coast terminals), and points in Wisconsin such as Janesville, Beloit, Madison, etc.

§ 4. Canadian Freight Association Territory.

Through rates are published, between and from points in Canadian Freight Association territory to points in the Trunk Line, New England, and Central Freight Association territories. To Southeastern, Carolina, and Mississippi Valley territory, rates are published from points on the Ottawa & New York Railway. From the western portion of Canadian Freight Association territory, through rates are published to points in the Mississippi Valley located on or adjacent to the Mississippi River, such as Memphis, New Orleans, Mobile and points taking same rates. Through rates are also published from the western portion of Canadian Freight Association territory and points in Ontario, on the Ottawa & New York Railway, to St. Paul, Duluth, Winona, and common points.

Through all-rail rates are published from points in Ontario located on or adjacent to the United States border, such as Windsor Sarnia, Fort Erie, Hamilton, London, etc., also through ocean and rail rates from points in

Ontario and Quebec, to the Southwestern Committee territory. Through rates are published on news print paper only from Ontario and Quebec producing points, to California terminals and intermediate points. Through rates are published to the Canadian Northwest, including British Columbia coast terminals.

Combination rates apply, except as otherwise provided, from the Canadian Freight Association territory:

(1) To Southeastern, Carolina, and Mississippi Valley territory, including interior and junction points.

(2) To St. Paul, Duluth, Winona and common points and points in Minnesota.

(3) To Trans-Mississippi River territory and Missouri River points.

(4) To Colorado common points, and Utah common points.

(5) To North and South Dakota.

(6) To Montana common points.

(7) To Spokane rate group.

(8) To North and South Pacific Coast terminals and intermediate territory.

(9) To Southwestern Committee territory.

(10) To Mexican common points, and

(11) To New Mexico and Arizona.

CHAPTER VII.

GENERAL FREIGHT RATES BASES IN THE WESTERN CLASSIFICATION.

- § 1. Western Trunk Line Territory.
- § 2. Illinois Freight Committee Territory.
- § 3. Southwestern Tariff Committee Territory.
- § 4. Trans-Missouri Freight Bureau Territory.
- § 5. Trans-Continental Freight Bureau Territory.
- § 6. Pacific Coast Freight Bureau Territory.

CHAPTER VII.

GENERAL FREIGHT RATES BASIS IN THE WESTERN CLASSIFICATION.

§ 1. Western Trunk Line Territory.

It will be necessary to give only the general basis of rates from the principal points in this territory, such as: (1) St. Paul, Duluth, and the common points. (2) The Missouri River crossings, and (3) Chicago, Peoria, East St. Louis, Illinois, St. Louis, Missouri, and upper Mississippi River crossings and points taking the same rates. We will first take up:

(1) **St. Paul, Duluth, and Common Points.** From St. Paul, Duluth, and the common points, through rates are published; to the Central Freight Association territory; to Memphis, New Orleans, and points taking same rates; to Colorado common points; to Utah common points; to St. Louis, East St. Louis, Cairo, and points taking same rates; to points in North and South Dakota; to Montana common points; to Spokane rate points; to North and South Pacific Coast terminals and intermediate territory; to Southwestern Tariff Committee territory; to Missouri River points; to Wisconsin, Michigan (upper Peninsula), Iowa, Missouri, Nebraska, Illinois, Kansas, and Colorado, east of the common points; to the Canadian Northwest and British Columbia terminals; to the western portion of Canadian Freight Association territory; to Trunk Line, New England, and to the eastern portion of Canadian Freight Association territory, on special commodities.

Combination rates apply from St. Paul, Duluth, and common points to Trunk Line and New England territories, and the eastern portion of Canadian Freight Association territory (except on certain commodities), and to the Southeastern, Carolina, and interior Mississippi Valley points.

(2) **Missouri River Crossings.** Through rates are published from the Missouri River crossings to Chicago, Peoria, St. Louis, the east bank Mississippi River crossings and points taking same rates; to St. Paul, Minneapolis, Duluth, Superior, Winona, and points taking same rates; to Utah common points; to Colorado common points; to Southwestern Committee territory; to points in Kansas and Nebraska; to Illinois, Iowa and Missouri; to points in North and South Dakota; to British Columbia coast terminals; to North and South Pacific Coast terminals and intermediate territory; to points in the Mississippi Valley, such as New Orleans, Mobile, Memphis, etc.; to Wisconsin and Michigan (upper Peninsula) and to the Montana common points.

Combination rates apply from the Missouri crossings to interior Mississippi Valley points; to Southeastern and Carolina territories; to Winnipeg and the Canadian Northwest; to Canadian Freight Association territory; to Central Freight Association, and to Trunk Line and New England territories.

(3) **Chicago, Peoria, East St. Louis, Ill., St. Louis, and Upper Mississippi River Crossings and Points Taking Same Rates, also Prorating Points in Iowa and Missouri.** Through rates are published to Missouri River points; to St. Paul, Duluth, Winona and common points; to Utah common points; to Colorado common points; to Southwestern Committee territory; to points in Kansas, Missouri, Nebraska and Colorado east of the common points;

to South Pacific Coast terminals and intermediate territory; to points in North and South Dakota; to Montana common points; to British Columbia coast terminals; to North Pacific Coast terminals and intermediate territory; to Wisconsin and Michigan (upper Peninsula); to Mississippi Valley points; to Central Freight Association territory; to Trunk Line and New England territories; to Carolina and Southeastern territories from St. Louis and common points, and to Canadian Freight Association territory.

Combination rates apply from the points designated in (3) above to Southeastern and Carolina territories (except from St. Louis and East St. Louis and rate points); to Winnipeg and the Canadian Northwest (except British Columbia terminals), and to the Mexican common points.

§ 2. Illinois Freight Committee Territory.

Through and combination rates are published within this territory. In tariff series No. 505, the Illinois Freight Committee publishes joint class rates.

This committee also publishes in tariff series No. 503 commodity rates from Chicago, Rockford and Waukegan, Illinois, and from Milwaukee and Watertown, Wisconsin; also from stations taking the same rates, applying to St. Louis, Missouri, Springfield, Illinois and stations taking the same rates. This tariff also publishes rates in the opposite direction.

Commodity rates are published in tariff series 509, from Chicago, Dekalb, Rockford and Sterling, Ill., also from Madison, Milwaukee and Watertown, Wis., and stations taking the same rates, applying to Bloomington, Champaign, Danville, Dwight, Gillman, Hoopstown, La Salle, Mendota, Peoria, Pontiac and Streator, Ill., and points

taking the same rates. The rates in the opposite direction are also published in this tariff.

Commodity rates are published in tariff series 507 from Chicago, Illinois, and points taking the same rates to Aurora, Illinois. These rates also apply in the opposite direction.

Commodity rates are published in tariff series 508, from Chicago, Ill., and points taking the same rates to Joliet, Ill., and points taking the same rates. These rates also apply in the opposite direction.

Local and joint proportional rates, both class and commodity, are published in tariff series No. 506 from Chicago and Peoria, Ill., Milwaukee, Wis., and points taking the same rates to Cairo, East Hannibal, East St. Louis, Gale and Thebes, Ill. These rates apply as proportional rates on traffic destined to or originating at points in Arkansas and Missouri, to and from which no through rates are published.

Other rates within the Illinois Freight Committee territory are published by the individual carriers.

(3) **Southwestern Tariff Committee Territory.** Through rates are published from Southwestern Tariff Committee territory to North and South Pacific Coast terminals and to the intermediate territory. Commodity rates are published from points in Texas and other Southwestern Tariff Committee points, to the Montana common points. Class and commodity rates are published to the Colorado common points, and to the Utah common points. There are also class and commodity rates published between points in Arkansas, Louisiana, Texas and points in Idaho, Montana, Oregon, Utah and Wyoming.

Through rates, from this territory, are also published to St. Paul and the common points, and to points taking Mississippi River, Chicago and Milwaukee rates.

To Trunk Line and New England territories, through ocean and rail rates are published, the rail rates being made on the Memphis or Mississippi River combination.

To Central Freight Association and Canadian Freight Association territories, combination rates are made on Memphis or the Mississippi River.

To points in the Canadian Northwest (except North Coast terminals, to which through rates are published) a combination is made on Minnesota transfer.

§ 4. Trans-Missouri Freight Bureau Territory.

Through rates are published between the Colorado common points and the Utah common points, also from the Colorado common points and the Utah common points to Southwestern Committee territory.

Through rates also apply to South Pacific Coast terminals and intermediate points, to the North Pacific Coast terminals and intermediate points, and also to the Montana common points. Through rates are likewise published to St. Paul, Duluth, Winona and the common points, also to Chicago, Peoria, Mississippi River crossings, Memphis and points taking same rates as shown in Trans-Missouri Territorial Directory No. 1 series. Through rates will also be found applying from this territory to New Orleans and points taking same rates.

Combination rates apply from the Trans-Missouri Freight Bureau territory to points in the Southeastern and Carolina territories, and to interior Mississippi Valley points, the combination being made on Memphis or the Ohio River crossings.

To Trunk Line, New England, Central Freight Association and Canadian Freight Association territories, the combination rates may be made on Memphis or the Mississippi River crossings. To points in the Canadian North-

west (except British Columbia terminals) combination rate may be made on Minnesota transfer or Duluth.

§ 5. Trans-Continental Freight Bureau Territory.

Through rates are published from South Pacific Coast terminals and intermediate territory, to Trunk Line, New England, Central Freight, Canadian Freight, and to the Western Trunk Line territories. Through rates also apply to the Colorado and Utah common points, to points in Southwestern Committee territory, to points in the Mississippi Valley and Southeastern territory, to points in Minnesota, North Dakota, South Dakota, Manitoba and Ontario. To points in the Carolina territory, combination rates apply.

From North Pacific Coast terminals and intermediate territory, through rates are published to points in Central Central Freight Association, also to Trunk Line, New England, and to the Canadian Freight Association territory. Through rates are also in effect to Brandon, Portage La Prairie and Winnipeg, Man.; to Port Arthur, Fort William, and Westfort, Ont.; to Southwestern Committee territory; to North and South Dakota; to points in Western Trunk Line territory, and also to points in Alabama, Kentucky, Mississippi, New Mexico, Tennessee, Virginia, and Wyoming.

To the Carolina territory a combination rate may be made on Memphis, the Ohio River or Virginia Cities, the proper rate being the lowest legal combination.

§ 6. Pacific Freight Bureau Territory.

Through joint rates, within this territory, are published, usually by the Pacific Freight Bureau, and the local rates are published by the individual carriers.

The Pacific Freight Bureau also publishes through commodity rates from Guaymas, Empalme, Mazatlan and other points in Mexico, to points in the various territories.

CHAPTER VIII.

GENERAL FREIGHT RATE BASES IN THE SOUTHERN CLASSIFICATION.

- § 1. Mississippi Valley Freight Association Territory.**
- § 2. Southeastern Mississippi Valley Freight Association Territory.**
- § 3. Southeastern Freight Association Territory.**
- § 4. Carolina Territory.**

CHAPTER VIII.

GENERAL FREIGHT RATE BASIS IN THE SOUTHERN CLASSIFICATION.

§ 1. Mississippi Valley Freight Association Territory.

Through rates are published from points in this territory to the Southeastern and Carolina territories, also to Trunk Line and New England territories, to Cairo, Ill., to Chicago, Ill., to Dubuque, Ia., to Louisville, Ky., to Milwaukee, Wis., and to St. Louis, Mo., and points taking same rates; also to points shown in Emerson's Territorial Directory. Through rates are published from points in this territory to Cedar Rapids, Ia., Duluth, Minn., Lincoln, Neb., and St. Paul, Minn.; also to the Missouri River crossings, and points taking same rates.

Commodity rates such as on tropical fruits, sugar, molasses, etc., are published from points in this territory to Southwestern Tariff Committee territory, to the Utah and Colorado common points, to South Pacific Coast terminals and intermediate territory; also to North Pacific Coast terminals and intermediate territory.

Combination rates apply from this territory to North and South Dakota points, to points in the Canadian Freight Association territory, to the Canadian Northwest; also from interior points to points in the various territories.

§ 2. Southeastern Mississippi Valley Freight Association Territory.

Through rates are published from points in this territory

to points in the Carolina territory and the Mississippi Valley territory, to Trunk Line and New England territories, to points in Southwestern Tariff Committee territory; to South Pacific Coast terminals and intermediate territory; to North Pacific Coast terminals and intermediate points. To points in the Central West, rates are made on the Ohio River or Memphis combination. Combination rates also apply to the Utah and Colorado common points. On shipments destined to Central Freight Association territory, combination rates are made on the Ohio River crossings, which are also used as a basis for making rates to the Canadian Freight Association territory.

§ 3. Southeastern Freight Association Territory.

Through rates are published from points in this territory to Carolina, Mississippi Valley, Trunk Line, and New England territories. Through rates also apply to points in Southwestern Committee territory; to North and South Pacific Coast terminals and intermediate territory.

Combination rates apply to the Utah and Colorado common points; to points in the Central West; to the Missouri River crossings; to Central Freight Association territory; to Canadian Northwest and Canadian Freight Association territory, North and South Dakota, and to Montana common points. Through commodity rates, such as on pig iron, articles of iron manufacture, lumber, etc., are published to various sections of the country, from the Southeastern Freight Association territory.

§ 4. Carolina Territory.

Through rates are published from points in this territory to points in the Trunk Line, Central Freight Association, and the New England territories. Through rates are also

published to points in Southwestern Tariff Committee territory, from points shown in Southwestern Lines Territorial Directory, No. 1 series, and as provided for in tariffs of the Southwestern Tariff Committee.

Combination rates apply to points in Canadian Freight Association territory. Combination rates also apply to the South Pacific Coast terminals and intermediate territory, to the North Pacific Coast terminals and intermediate territory, and to the Montana common points.

Combination rates are also in effect to points in North and South Dakota; to points in Western Trunk Line and Illinois Freight Committee territory; to the Utah and Colorado common points; to the Central Western section of the United States; also to the Missouri River crossings and to St. Paul, Duluth and Winona, Chicago, Peoria and the common points. Through commodity rates are, however, in some cases published to points in the various territories.

This general view in Chapters VI, VII and VIII of the application of through and combination rates will assist in the interpretation of the application of tariffs within and from all the principal territories of the United States in detail, which will be shown more fully where through and combination rates are in effect.

CHAPTER IX.

APPLICATION OF TARIFFS BETWEEN AND FROM POINTS IN THE TRUNK LINE AND NEW ENGLAND FREIGHT ASSOCIATION TERRITORIES TO DEFINED TERRITORIES.

- § 1. Between Points in the Trunk Line and New England Freight Association Territories.
- § 2. Via All Rail Routes from Trunk Line and New England Freight Association Territories to Central Freight Association Territory.
- § 3. Via Differential Water and Rail Routes from New England and Trunk Line Territories to the Central Freight Association Territory.
- § 4. Application of Commodity Rate Tariffs from New England and Trunk Line Territories to the Central Freight Association Territory.
- § 5. From Trunk Line and New England Freight Association Territories to Southeastern and Carolina Territories, Including Points South of the Wallhalla Line, Atlanta Sub-Territory and Montgomery Sub-Territory.
- § 6. From Trunk Line and New England Territories to Mississippi Valley Territory.
- § 7. From Trunk Line and New England Territories to St. Paul, Duluth, Winona and Common Points; Upper Peninsula of Michigan; Also Proportional Rates to Missouri River Points and Duluth; Also to Minnesota and Wisconsin Points to Which no Through Rates Apply.
- § 8. From Trunk Line and New England Territories to Trans-Mississippi River Territory and Missouri River Points.
- § 9. From Trunk Line and New England Territories to Trans-Missouri Freight Bureau Territory.
- § 10. From Trunk Line and New England Territories to Points in North and South Dakota.
- § 11. From Trunk Line and New England Territories to Montana Common Points.
- § 12. From Trunk Line and New England Territories to Spokane Rate Group.

- § 13. From Trunk Line and New England Territories to North Pacific Coast Terminals and Intermediate Pacific Coast Territory.
- § 14. From Trunk Line and New England Territories to Louisiana Common Points.
- § 15. From Trunk Line and New England Territories to Arkansas Common Points.
- § 16. From Trunk Line and New England Territories to Oklahoma Points.
- § 17. From Trunk Line and New England Territories to Texas Common Points and Points Taking Rates Higher Than Texas Common Points, Also to Houston and Galveston Rate Points and Rio Grande River Crossings.
- § 18. From Trunk Line and New England Territories to Mexican Common Points.
- § 19. From Trunk Line and New England Territories to New Mexico and Arizona.
- § 20. From Trunk Line and New England Territories to California Terminals and Intermediate Pacific Coast Points.
- § 21. From Trunk Line and New England Territories to Canadian Freight Association Territory.
- § 22. From Trunk Line and New England Territories to Winnipeg and Canadian Northwest Points.
- § 23. Application of Tariffs Naming Proportional Rates from Trunk Line and New England Territories to Peoria on Shipments Destined to Idaho, Minnesota, Montana, North Dakota and South Dakota.
- § 24. From Trunk Line and New England Territory to North and South Pacific Coast Terminals, Proportional Rates on Shipments Destined to Alaska and the Hawaiian Islands.
- § 25. From Trunk Line and New England Territory to Madison, Janesville, Beloit, Watertown, Fort Atkinson and Other Wisconsin Points to Which no Through Rates Are Published.

CHAPTER IX.

APPLICATION OF TARIFFS BETWEEN POINTS IN THE TRUNK LINE AND NEW ENGLAND FREIGHT ASSO- CIATION TERRITORIES TO DEFINED TERRITORIES.

§ 1. Between Points in the Trunk Line and New England Freight Association Territories.

You are now to consider practical methods of applying tariffs on shipments originating within the Trunk Line and New England Freight Association territories, destined to points within those territories.

The rates within the Trunk Line and New England territories are published in the individual issues of the carriers operating in these territories. If you should have a shipment originating at Albany, New York, a point on the New York Central Lines, destined to Syracuse, N. Y., also a local point on the New York Central, you would find the rate published in the local tariff issued by the New York Central Railroad.

There are three important classes of tariff applications within the New England and Trunk Line Association territories. These applications are:

- (1) application of tariffs between points on the same line,
- (2) application of tariffs between points on different lines, where through rates are in effect, and
- (3) the application of rates, between points on different lines, when there are no through rates in effect.

If you get an intelligent conception of each of these

cases you should have no difficulty in applying rates between any points within the Trunk Line and New England territories.

The simplest tariff application is between points on the same line of railroad, which needs no further explanation. You should, however, give careful attention to the methods of determining the application of tariffs between points on different lines of railroad, where there are through rates in effect.

Where through rates are published the tariffs in some instances apply between; that is, they apply in both directions, and might be published either by the originating or destination carrier, although the general rule is, in this territory, the rates are published by the originating carrier.

Where no through rates are in effect, it is necessary to make combination rates, and where lines have more than one junction combination, rates should be figured on all junctions, taking into consideration geographical location in order to determine the lowest legal rate, and shipment should be routed accordingly.

In making a shipment from Canisteo, New York, a point on the Erie Railroad, to Bath, New York, a point on the Delaware, Lackawanna & Western Railroad, there are no through rates in effect, and the rate would be made by using the local rate of the Erie Railroad from Canisteo to Corning, and the rate of the Delaware, Lackawanna & Western Railroad from Corning to Bath.

In making shipments between points where no through rates are in effect, switching, reconsignment, drayage and other charges must be taken into consideration. Where there are no provisions in the tariffs for the absorption of these charges, they are always added to the rate.

These various charges will all be thoroughly explained later in your work. You must also make a careful study of

all the available routes and junction points in order to determine which makes the lower charge. You will receive much assistance in this respect by consulting the maps in the Official Railway Guide, which will also enable you to determine the points of origin and destination of your shipments, and the railroad lines over which your shipments must travel.

You must take into consideration, however, that the tariff naming the rate is the only guide to the proper handling of shipments, and that maps and charts cannot be used in computing rates.

In making shipments, read very carefully the application of the tariff, the routing instructions; also be careful to read all footnotes in the tariffs. Then you will have no difficulty in determining the legal rate.

There are a great many tariffs published in these territories. The issuing lines do not use a serial number on their tariffs. On shipments moving within these territories a copy of any tariff which you may be interested in may be procured by writing to the traffic official of the issuing line, who is usually the General Freight Agent or Chief of Tariff Bureau. Be sure to give the point of origin and destination, also the name of the commodity which you desire to ship, and state whether your shipment is to be made in car-loads or less-than-car-load lots. The tariffs issued in these territories are very simple in construction and easily interpreted.

§ 2. Application of Tariffs via All-Rail Routes from Trunk Line and New England Territories to Central Freight Association Territory.

The application of tariffs from points in the New England and Trunk Line territories to points in the Central Freight Association territory is determined by knowing

the tariffs applying from points on Trunk Line and New England roads to points in Central Freight Association territory. We will first give a list of railroads originating shipments in New England and Trunk Line territories, then the method of publication of the tariffs which apply to Central Freight Association points from points on these railroad lines.

It is impossible for the railroads to publish rates in their tariffs between all points on all the different commodities which are offered for shipment. For this reason points of origin in these territories are divided into different groups, each point taking the rate applying to a given basing point, on which all the rates in that particular group are based, such as: Boston rates, Philadelphia rates, Baltimore rates, etc. For example: Herkimer, New York, is shown in the tariff of the New York Central & Hudson River Railroad as taking the Albany basis.

Points of destination in the Central Freight Association territory are divided into percentage groups, each particular point taking a certain percentage of the Chicago-New York rate. For instance, Cincinnati and all points in the same group take 87 per cent of the Chicago-New York rate.

In looking up a class rate on a shipment originating at Hartford, Conn., and destined to Niles, Mich., by referring to the alphabetical list of stations, as shown in the Official Railway Guide, Hartford, Conn., is shown to be located on the rails of the New York, New Haven & Hartford Railroad. This line is a member of the New England Freight Association, and the tariff naming the rates is published by F. S. Davis, agent. Reference to the alphabetical list of stations is here made, and Hartford is shown in tariff as being a Boston rate point. By referring to the

alphabetical list of points of destination in the tariff, Niles, Mich., is shown in the 96 per cent group. By reference to rate bases No. 96, shown in the tariff under the heading of the rates applying from stations taking Boston rate bases, the rate to Niles, Mich., is given.

On a shipment moving from Rochester, New York, to Springfield, Illinois, reference to the Official Guide will show that Rochester is a point located on the New York Central & Hudson River Railroad. The rate, if a class rate, will be published in the tariff issued by the New York Central & Hudson River Railroad. This names class rates from Trunk Line territory to Central Freight Association points. If a commodity rate applies, the rate will also be published by the New York Central & Hudson River Railroad, in its tariff naming commodity rates to Central Freight Association points.

On shipments originating at points in Trunk Line and New England territory, and destined to Central Freight Association points, many of the small roads do not publish tariffs. Where through rates are in effect in such cases the rates are invariably published by the connecting line. For example, for shipments originating at points on the Cambria & Indiana Railroad, the rates are published by the New York Central Railroad. From points on the Bloomsburg & Sullivan Railroad, the rates are published by the Delaware, Lackawanna & Western Railroad.

In daily traffic work, when shipments originate in Trunk Line or New England territories, practical rate men first determine the railroad on which the point of origin is located by consulting the alphabetical index of stations in the Official Railway Guide; then they consult the tariff file for the tariffs required of the originating carrier. When rates are not found in this manner it is necessary to look up, in case of small roads, the connecting lines, then con-

sult the tariff of the connections. If no rates are published by the connecting line it is fair to assume that no through rates are in effect, and combination rates must be made, the lowest legal combination being the proper rate to apply.

We will give a list of roads, alphabetically arranged, originating traffic in Trunk Line and New England territories. From points on these lines through rates are published to Central Freight Association territory, Ohio and Mississippi River crossings and prorating points in Iowa and Missouri. It should be understood that the Interstate Commerce Commission numbers of these tariffs change from time to time, also the tariff numbers, but it should be distinctly understood that the method of publication rarely changes, so that if you once understand the application of the tariffs you will have no difficulty in locating the legal rates.

The roads from which through rates are published, with number in parenthesis referring to the line, with full description, are as follows:

- Atlantic Coast Line Railroad (1).
- Aroostook Valley Railroad (2).
- Atlantic City Railroad (3).
- Bachman Valley Railroad (4).
- Baltimore & Ohio Railroad (5).
- Baltimore, Chesapeake & Atlantic Railway (6).
- Baltimore Steam Packet Company (7).
- Baltimore & Sparrows Point Railroad (8).
- Bath & Hammondsport Railroad (10).
- Big Level & Kinzua Railroad (12).
- Bloomsburg & Sullivan Railroad (13).
- Boston & Albany Railroad (14).
- Boston & Gloucester Steamboat Company (15).
- Boston & Maine Railroad (16).
- Buffalo, Attica & Arcade Railroad (18).

- Buffalo, Rochester & Pittsburg Railway (19).
- Buffalo & Susquehanna Railway (20).
- Bush Terminal Railroad (21).
- Cambria & Indiana Railroad (22).
- Central New England Railway (23).
- Central Railroad of New Jersey (24).
- Central New York Southern Railroad (25).
- Central Railroad of Pennsylvania (26).
- Chester & Becket Railroad (28).
- Chesapeake Beach Railway (29).
- Chesapeake & Ohio Railway (30).
- Chesapeake Steamship Company (31).
- Chesapeake Western Railway (32).
- Clarendon & Pittsford Railroad (33).
- Coal & Coke Railway (34).
- Cornwall Railroad (35).
- Cornwall & Lebanon Railroad (36).
- Coudersport & Port Allegany Railroad (37).
- Courtland County Traction Company (38).
- Cumberland & Pennsylvania Railroad (39).
- Cumberland Valley Railroad (40).
- Dansville & Mount Morris Railroad (41).
- Delaware & Hudson Company (42).
- Delaware, Lackawanna & Western Railroad (43).
- Delaware River Transportation Company (44).
- East Berlin Railroad (48).
- Eastern Steamship Corporation (49).
- Easton & Northern Railroad (50).
- Emmitsburg Railroad (51).
- Erie Railroad (52).
- Genesee & Wyoming Railroad (55).
- George's Creek & Cumberland Railroad (56).
- Gettysburg & Harrisburg Railway (57).
- Grafton & Upton Railroad (58).

- Greenwich & Johnsonville Railway (59).
Hagerstown & Frederick Railway (60).
Hartford & New York Transportation Company (62).
Hoboken Manufacturers' Railroad (64).
Hoboken Shore Road (65).
Huntington & Broad Top Mountain Railroad (66).
Ironton Railroad (67).
Kane & Elk Railroad (68).
Kanona & Prattsburgh Railway (69).
Lackawanna & Wyoming Valley Railroad (71).
Lehigh & Hudson River Railway (73).
Lehigh & Lackawanna Railroad (74).
Lehigh & New England Railroad (75).
Lehigh Valley Railroad (76).
Long Island Railroad (79).
Maine Central Railroad (82).
Maryland, Delaware & Virginia Railway (84).
Maryland & Pennsylvania Railroad (86).
Montpelier & Wells River Railroad (88).
Morgantown & Kingwood Railroad (89).
Morristown & Erie Railroad (90).
Mt. Jewett, Kinzua & Riterville Railroad (91).
Mount Hope Mineral Railroad (92).
Moshassuck Valley Railroad (93).
Newark & Marion Railway (94).
New England Navigation Company (95).
New England Steamship Company (96).
New Jersey & New York Railroad (97).
New Jersey & Pennsylvania Railroad (98).
New York Central & Hudson River Railroad (99).
New Park & Fawn Grove Railroad (100).
New York, New Haven & Hartford Railroad (102).
New York & Long Branch Railroad (103).
New York, Ontario & Western Railway (104).

- New York & Pennsylvania Railway (105).
- New York, Philadelphia & Norfolk Railroad (106).
- New York, Susquehanna & Western Railroad (107).
- Norfolk Southern Railroad (108).
- Norfolk & Western Railway (109).
- Northampton & Bath Railroad (110).
- Northern-Central Railway (111).
- Norwalk Steamboat Company (112).
- Norwich & New York Propellor Company (113).
- Norwood & St. Lawrence Railroad (114).
- Pemberton & Heightstown Railroad (115).
- Pennsylvania Railroad (116).
- Philadelphia & Reading Railway (117).
- Pittsburg, Shawmut & Northern Railroad (118).
- Potato Creek Railroad (119).
- Potomac & Chesapeake Steamboat Company (120).
- Rahway Valley Railroad (121).
- Raritan River Railroad (123).
- Reynoldsville & Falls Creek Railroad (124).
- Rhode Island Company (125).
- Richmond, Fredericksburg & Potomac Railroad (126).
- Rutland Railroad (128).
- St. Johnsbury & Lake Champlain Railroad (129).
- Salem Freight Company (130).
- Seaboard Air Line Railway (132).
- Sheffield & Tionesta Railway (133).
- South Brooklyn Railway (135).
- South Manchester Railroad (136).
- Southern Railway (137).
- Starin New Haven Line (138).
- Staten Island Rapid Transit Railway Company (139).
- Stewartstown Railroad (141).
- Susquehanna, Bloomsburg & Berwick Railroad (142).
- Susquehanna & New York Railroad (143).

Tionesta Valley Railway (146).
Trenton Transportation Company (147).
Tuckerton Railroad (148).
Unadilla Valley Railway (150).
Valley Railroad (151).
Valley Railroad of Virginia (152).
Virginian Railway Company (153).
Washington, Baltimore & Annapolis Electric Railroad
(154).
Washington Southern Railway (156).
Western Maryland Railway (157).
West Shore Railroad (158).
West Virginia Northern Railroad (159).
Wilkes-Barre & Eastern Railroad (161).
Williamsport & North Branch Railroad (162).
Williams Valley Railroad (163).
Woods River Branch Railroad (165).

From points on the following lines rates are made on the combination as shown in the alphabetical list of roads and manner of publication under this chapter:

Bangor & Aroostook Railroad (9).
Bellfonte Central Railroad (11).
Bridgton & Saco River Railroad (17).
Central West Virginia & Southern Railroad (27).
Delaware & Northern Railroad (45).
Dry Fork Railroad (46).
Eagles Mere Railroad (47).
Fonda, Johnstown & Gloversville Railroad (53).
Fore River Railroad (54).
Hampshire Southern Railroad (61).
Hickory Valley Railroad (63).
Kishacoquillas Valley Railroad (70).
Leetonia Railway (72).

Little Falls & Dodgeville Railroad (77).
 Little Kanawha Railroad (78).
 Lorama Railroad (80).
 Lowville & Beaver River Railroad (81).
 Marion & Rye Valley Railway (83).
 Maryland Electric Railway Company (85).
 Middleburgh & Schoharie Railroad (Schoharie Valley Railroad) (87).
 Newport & Sherman Valley Railroad (101).
 Raquette Lake Railway (122).
 Rockland, Thomaston & Camden Railroad (127).
 Sandy River & Rangeley Lakes Railroad (131).
 Skaneateles Railroad (134).
 Strasburg Railroad (140).
 Susquehanna River & Western Railroad (144).
 The East Broadtop Railroad & Coal Company (146).
 Ulster & Delaware Railroad (149).
 Washington, Potomac & Chesapeake Railroad (155).
 Wharton & Northern Railroad (160).
 Wiscasset, Waterville & Farmington Railway Company (164).
 Woodstock Railway (166).
 York Harbor & Beach Railroad (167).

We will now show the roads in New England and Trunk Line Association territories from which rates are published to Central Freight Association points, with the manner in which the rates are published, enabling you to know what tariffs name the rates.

(1) **Atlantic Coast Line Railroad.** The Atlantic Coast Line Railroad does not reach any Central Freight Association points; therefore it is necessary that the rates be published, in connection with lines which reach Central

Freight Association either direct or through their connections.

From points on this line you will have a choice of routes over the Baltimore & Ohio Railroad, the Chesapeake & Ohio Railroad and Pennsylvania Railroad, either Empire Line via Pennsylvania and connections, or Union Line via the Pennsylvania and connections.

The tariffs in connection with the Baltimore & Ohio Railroad, naming both class and commodity rates, are published by the Baltimore & Ohio Railroad.

If the shipment should move via the Chesapeake & Ohio Railroad, the class-rates are published by A. P. Gilbert, agent of the Associated Railways, of Virginia. Mr. Gilbert issues two tariffs, one a Basing Book, which shows the percentage points in Central Freight Association territory, and the other a tariff, to be used in connection with the Basing Book. This tariff shows the points of origin and class-rates to the percentage points in Central Freight Association territory.

The commodity rates from points on this line are published by the Chesapeake & Ohio Railroad. If you ship from this line via the Pennsylvania Railroad and its connections, you may use either Empire Line or Union Line westbound tariffs, which name both class and commodity rates. The Empire and Union Line are fast freight lines, operating over the Pennsylvania Railroad and its connections.

(2) **Aroostook Valley Railroad.** The rates from points on this line to points in Central Freight Association territory are published by the Canadian Pacific Railway.

(3) **Atlantic City Railroad.** Both class and commodity rates from points on this line to points in Central Freight Association territory are published by the Philadelphia

and Reading Railway, and they apply via the Philadelphia and Reading Railway and its connections.

(4) **Bachman Valley Railroad.** This railroad is a connection of the Western Maryland Railroad and both class and commodity rates from points on the Bachman Valley Line to points in Central Freight Association territory are published by the Western Maryland Railroad.

(5) **Baltimore & Ohio Railroad.** Through rates, both class and commodity, from points on this line are published by the Baltimore & Ohio Railroad and apply from points on the Baltimore & Ohio Railroad in Trunk Line territory. This line publishes tariffs which apply from New York, Philadelphia, Baltimore, Washington and the Virginia Cities and points taking same rates.

(6) **Baltimore, Chesapeake & Atlantic Railway.** From points on this line you have a choice of four different routes. For instance, you may use the Baltimore & Ohio Railroad and its connections. The tariffs, both class and commodity, are published by the Baltimore & Ohio Railroad. You may also use the Pennsylvania Railroad via Canada Southern Line, or Pennsylvania Railroad via Empire Line, or Pennsylvania Railroad via Star Union Line. Both class and commodity rates applying over these three lines are published by the Pennsylvania Railroad. The Canada Southern, Star Union, and Empire Lines are Fast Freight Lines operating over the Pennsylvania Railroad and its connections.

(7) **Baltimore Steam Packet Company.** Through rates from points on this line are published by the Pennsylvania Railroad, via the Empire Line, and also via the Star Union Line. The tariffs naming these rates are published by the Pennsylvania Railroad and are known as Empire Line tariffs and Star Union Line westbound tariffs. Both tariffs apply via the Pennsylvania Railroad and its connections.

(8) **Baltimore & Sparrows Point Railroad.** From points on this line you have a choice of several routes, the first route being via the Baltimore & Ohio Railroad and its connections. The tariffs naming the rates are published by the Baltimore & Ohio Railroad. The second route is via the Canada Southern Line in connection with the Pennsylvania Railroad and its connections. The third route is via the Empire Line, i. e., the Pennsylvania Railroad and its connections; and the fourth route is via the Pennsylvania Railroad-Star Union Line. The tariffs of these three fast freight lines are published by the Pennsylvania Railroad. Shipments can also be made from points on this line via the Western Maryland Railroad and its connections. Through rates are published by the Western Maryland Railroad.

(9) **Bangor & Aroostook Railroad.** Through rates from points on this line are made on the Northern Maine Junction combination by adding to the local rates of the Bangor & Aroostook Railroad; the rates from Northern Maine Junction published by the New England Freight Association.

(10) **Bath & Hammondsport Railroad.** Through rates from points on this line, both class and commodity, are published by the Erie Railroad.

(11) **Bellefonte Central Railroad.** The rates from points on this line are made on the Bellefonte-Pennsylvania combination, by adding the local rates of the Bellefonte Central Railroad to the rates from Bellefonte-Pennsylvania published by the Pennsylvania Railroad.

(12) **Big Level & Kinzua Railroad.** Through rates, both class and commodity, are published from points on this line by the Baltimore & Ohio Railroad.

(13) **Bloomsburg & Sullivan Railroad.** Points on this line are reached via the Delaware, Lackawanna & Western

Railroad, and through rates, both class and commodity, are to be found in the Delaware, Lackawanna & Western Railroad tariffs, naming rates from Trunk Line territory to Central Freight Association territory points.

(14) **Boston & Albany Railroad.** Through class and commodity rates from points on this line are published by the Boston & Albany Railroad. The Boston & Albany Railroad does not reach any Central Freight Association points, and the rates, as published, apply from points on the Boston & Albany Railroad in connection with connecting lines, reaching Central Freight Association territory.

(15) **Boston & Gloucester Steamboat Company.** Through rates from points reached via this line, both class and commodity, are published by the Boston & Albany Railroad, also by New England Freight Association.

(16) **Boston & Maine Railroad.** Through class and commodity rates from points on this line are published by the New England Freight Association and apply in connection with the various lines reaching Central Freight Association territory.

(17) **Bridgton & Saco River Railroad.** Rates from points on this line are made on Bridgton Junction, Maine combination, by adding the local rates of the Bridgton & Saco River Railroad to the rates from Bridgton Junction, published by the New England Freight Association.

(18) **Buffalo, Attica & Arcade Railroad.** Through class and commodity rates are published from points on this line via the Buffalo & Susquehanna Railroad and its connections by the Buffalo & Susquehanna Railroad.

(19) **Buffalo, Rochester & Pittsburgh Railroad.** Both class and commodity rates from points located on this line in Trunk Line territory are published by the Buffalo, Rochester & Pittsburgh Railroad Co. and apply in con-

nection with the various lines reaching Central Freight Association territory.

(20) **Buffalo & Susquehanna Railroad.** Through rates from points on this line in Trunk Line territory are published by the Buffalo & Susquehanna Railroad.

(21) **Bush Terminal Railroad.** Through rates from points on this line are published by practically every line operating from New York, and reaching Central Freight Association direct, or through its connections.

If you ship:

Via the Baltimore & Ohio Railroad, both class and commodity rates are published by the Baltimore & Ohio Railroad.

Via the Canada Southern Line, class and commodity rates are published by the Pennsylvania Railroad.

Via the Central Railroad of New Jersey and its connections, both class and commodity rates are published by the Central Railroad of New Jersey.

Via the Delaware, Lackawanna & Western Railroad and its connections, through rates are published by the Delaware, Lackawanna & Western Railroad.

Via the Empire Line, through class and commodity rates are published by the Pennsylvania Railroad.

Via the Erie Railroad, through class and commodity rates are published by the Erie Railroad.

Via the Lehigh Valley Railroad and its connections, through rates are published by the Lehigh Valley Railroad.

Via the New York Central & Hudson River Railroad and its connections, through rates, both class and commodity, are published by the New York Central Lines.

Via the New York, Ontario & Western Railway and its connections, through rates, both class and com-

modity, are published by the New York, Ontario & Western Railway.

Via the Star Union Line, through rates are published by the Pennsylvania Railroad.

Via the West Shore Railroad, through rates, both class and commodity, are published by the West Shore Railroad.

(22) **Cambria & Indiana Railroad.** This line is a connection of the New York Central Railroad and does not publish any class or commodity rates to Central Freight Association territory. Through rates, however, are in effect and are published by the New York Central & Hudson River Railroad, which apply in connection with that line and its connections.

(23) **Central New England Railway Company.** Through rates, both class and commodity, are published from points on this line by the New England Freight Association.

(24) **Central Railroad of New Jersey.** Through rates from points on this line, both class and commodity, are published by the Central Railroad of New Jersey; also via the Empire line and Star Union line tariffs are published by the Pennsylvania Railroad.

(25) **Central New York Southern Railroad.** Through rates from points on this line are published in the following manner:

Via the Lehigh Valley Railroad and its connections, class and commodity rates are published by the Lehigh Valley Railroad.

Via the New York Central & Hudson River Railroad and its connections, class and commodity rates are published by the New York Central & Hudson River Railroad.

(26) **Central Railroad of Pennsylvania.** Through rates from points on this line are published by the New York

Central & Hudson River Railroad, and apply from points on this line via the New York Central & Hudson River Railroad and its connections.

(27) **Central West Virginia & Southern Railroad.** Rates from points on this line are made on Hendricks, W. Va., combination by adding the local rates of the Central West Virginia & Southern Railroad to the rates from Hendricks, W. Va., as published by the Western Maryland Railway.

(28) **Chester & Becket Railroad.** Through rates, both class and commodity, from points on this line are published by the Boston & Albany Railroad, and apply via the Boston & Albany Railroad and its connections. This line does not publish any through rates to Central Freight Association territory, as it is a connection of the Boston & Albany Railroad. The rates, both class and commodity, are published by the Boston & Albany Railroad.

(29) **Chesapeake Beach Railway.** Through rates, both class and commodity, from points on this line are published by the Baltimore & Ohio Railroad to Central Freight Association territory.

(30) **Chesapeake & Ohio Railway.** Through rates from points on this line located in Trunk Line territory are published in the following manner:

The class rates are published by A. P. Gilbert, agent of the Associated Railways of Virginia, in two tariffs, one being a basing book which shows the percentage points in Central Freight Association territory and the other being a tariff to be used in connection with the basing book, which shows the points of origin and class rates to the various percentage points in Central Freight Association territory.

The commodity rates are published by the Chesapeake & Ohio Railroad, A. P. Gilbert, assistant general freight agent.

(31) **Chesapeake Steamship Company.** Through rates from points on this line are published by the Pennsylvania Railroad, and you have a choice of routes, either via the Empire Line in a connection with the Pennsylvania Railroad, or via the Star Union Line, operating over the Pennsylvania Railroad and its connections.

(32) **Chesapeake & Western Railway.** Through rates from points on this line are published by the Baltimore & Ohio Railroad.

(33) **Clarendon & Pittsford Railroad.** Through rates, both class and commodity, from points on this line, which is a connection of the Delaware & Hudson Company, are published by the Delaware & Hudson Company and are carried in the issues of the Delaware & Hudson Company, naming rates to Central Freight Association territory.

(34) **Coal & Coke Railway.** Through rates, both class and commodity, from points on this line are published by the Coal & Coke Railway and apply via the Coal & Coke Railway and its connections.

(35) **Cornwall Railroad.** This line is a connection of the Philadelphia & Reading Railroad, and through rates from points on this line are published in the following manner:

Via the Canada Southern Line.

Via the Pennsylvania Railroad and its connections, both class and commodity rates.

Via the Empire Line operating over the Pennsylvania Railroad and its connections, both class and commodity rates are published by the Pennsylvania Railroad.

Via the Philadelphia & Reading Railway and its connections, tariffs are published by the Philadelphia & Reading Railway on both classes and commodities.

Via the Star Union Line, in connection with the Pennsylvania Railroad, both class and commodity, tariffs are published by the Pennsylvania Railroad.

(36) **Cornwall & Lebanon Railroad.** Through rates from points on this line are published by the Pennsylvania Railroad and apply in the following manner:

Via the Canada Southern Line, in connection with the Pennsylvania Railroad and its connections.

Via the Empire Line, in connection with the Pennsylvania Railroad and its connections.

Via the Star Union Line, in connection with the Pennsylvania and its connections.

(37) **Coudersport & Port Alleghany Railroad.** Through rates, both class and commodity, from points on this line, are published in the following manner:

Via the Buffalo & Susquehanna Railroad and its connections, the tariffs are published by the Buffalo & Susquehanna Railroad.

Via the Pennsylvania Railroad, the tariffs are published by the Pennsylvania Railroad.

(38) **Courtland County Traction Company.** Through rates, both class and commodity, from points on this line are published by the Lehigh Valley Railroad and apply in connection with the Lehigh Valley Railroad and its connections, and will be found in the Lehigh Valley tariffs naming rates to Central Freight Association territory.

(39) **Cumberland & Pennsylvania Railroad.** Through rates from points on this line are published in the following manner:

Both class and commodity rates, via the Baltimore & Ohio Railroad and its connections, are published in tariffs issued by the Baltimore & Ohio Railroad.

Both class and commodity rates, via Western Mary-

land Railroad and its connections, are published in tariffs issued by the Western Maryland Railroad.

(40) **Cumberland Valley Railroad.** Through rates from points on this line, both class and commodity, are published in the following manner:

Via the Baltimore & Ohio Railroad, the rates are published by the Baltimore & Ohio Railroad.

Via the Canada Southern Line, the Empire Line, and Star Union Line, in connection with the Pennsylvania Railroad and its connections, the tariffs are published by the Pennsylvania Railroad.

(41) **Dansville & Mount Morris Railroad.** Through rates from points on this line, both class and commodity, are published by the Erie Railroad.

(42) **Delaware & Hudson Company.** Through rates from points on this line, which reaches Albany, Saratoga Springs, Cohoes, Troy, Mechanicsville, Fort Edward, and other New York points are published in the following manner:

Both class and commodity rates are published by the Delaware & Hudson Co., which apply via the Delaware & Hudson Co. and its connections.

From points on the Pennsylvania division through rates are published by the Lehigh Valley Railroad, New York, Ontario & Western Railway, also via the Star Union Line, in connection with the Pennsylvania Railroad.

(43) **Delaware, Lackawanna & Western Railroad.** The rails of this company reach New York City, Utica, Oswego, Binghamton, Cortland, Ithaca, Bath, Wayland, Mount Morris and other New York points, also Scranton, Kingston, Bloomsburg, Northumberland and other Pennsylvania points; the rates are published in the following manner:

Via the Delaware, Lackawanna & Western Railroad,

both class and commodity rates, are published in the tariffs issued by the Delaware, Lackawanna & Western Railroad.

From points on the Bangor & Portland Division through rates are published by the Central Railroad Company of New Jersey. On shipments moving via the Empire or Star Union Line the tariffs are issued by the Pennsylvania Railroad. Through rates are also published by the Lehigh Valley Railroad.

(44) **Delaware River Transportation Company.** Through rates, both class and commodity, from points reached by this line, are published by the Baltimore & Ohio Railroad.

(45) **Delaware & Northern Railroad.** Rates from points on this line are made on East Branch New York combination by adding to the local rates of the Delaware & Northern Railroad the rates from East Branch, N. Y., published by the New York, Ontario & Western Railway.

(46) **Dry Fork Railroad.** Rates from points on this line are made on Hendricks, W. Va., combination by adding the local rates of the Dry Fork Railroad to the rates from Hendricks, W. Va., published by the Western Maryland Railway.

(47) **Eagles Mere Railroad.** Rates from points on this line are made on the Sonestown, Pennsylvania, combination by adding the local rate of the Eagles Mere Railroad to the rate from Sonestown, Pennsylvania, published by the Lehigh Valley Railroad or Philadelphia & Reading Railway.

(48) **East Berlin Railroad.** Through rates, both class and commodity, from points on this line are published by the Western Maryland Railroad.

(49) **Eastern Steamship Corporation.** Through rates,

both class and commodity, from points reached by this line, are published by the Boston & Albany Railroad and apply via the Boston & Albany Railroad and its connections.

(50) **Easton & Northern Railroad.** Through rates, both class and commodity, from points on this line, via the Star Union Line, are published by the Pennsylvania Railroad and apply via the Pennsylvania Railroad and its connections.

(51) **Emmitsburg Railroad.** Through rates, both class and commodity, from points on this line, are published by the Western Maryland Railroad.

(52) **Erie Railroad.** Through rates, both class and commodity, from points on this line, are published by the Erie Railroad. From points on the Erie Railroad (Wyoming division) through rates, both class and commodity, are also published by the Lehigh Valley Railroad.

(53) **Fonda, Johnstown & Gloversville Railroad.** Through rates from points on this line are made on the Fonda-New York combination by adding to the local rates of the Fonda, Johnstown & Gloversville Railroad, the rates from Fonda, N. Y., published by the New York Central & Hudson River Railroad.

(54) **Fore River Railroad Company.** There are no through rates from points on this line and a combination rate is made on East Braintree, Mass., by using the local rate of the Fore River Railroad Company plus the rate from East Braintree, Mass., published by the New England Freight Association.

(55) **Genesee & Wyoming Railroad.** Through rates, both class and commodity, from points on this line, are published by the Buffalo, Rochester & Pittsburgh Railway Company and by the Delaware, Lackawanna & Western Railroad.

Also class and commodity rates, applying via the Erie Railroad and its connections, are published by the Erie Railroad.

Class and commodity rates, applying via the Lehigh Valley Railroad and its connections, are published by the Lehigh Valley Railroad.

(56) **Georges Creek & Cumberland Railroad.** Through rates, both class and commodity, from points reached by this line, are published by the Western Maryland Railway.

(57) **Gettysburg & Harrisburg Railway.** Through rates, both class and commodity, from points on this line, are published, via the Empire Line, in connection with the Pennsylvania Railroad and its connections. The tariffs are issued by the Pennsylvania Railroad.

Via the Philadelphia & Reading Railway, on both classes and commodities, the tariffs are issued by the Philadelphia & Reading Railway.

Via the Star Union Line, in connection with the Pennsylvania Railroad, both class and commodity rates, are published in tariffs issued by the Pennsylvania Railroad.

(58) **Grafton & Upton Railroad.** Through rates, both class and commodity, from points on this line, are published in the following manner:

Via the Boston & Albany Railroad and its connections, both class and commodity rates are published by the Boston & Albany Railroad.

Via the New York, New Haven & Hartford Railroad and its connections, both class and commodity rates are published by the New England Freight Association.

(59) **Greenwich & Johnsonville Railway.** Through rates from points on this line are published in the following manner:

Via the Delaware & Hudson Company, both class and commodity rates are published by the Delaware & Hudson Co.

Via the Star Union Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are published by the Pennsylvania Railroad, in Star Union Line westbound tariff.

(60) **Hagerstown & Fredrick Railroad.** Through rates from points on this line, both class and commodity, are published by the Western Maryland Railroad, and apply via the Western Maryland Railroad and its connections.

(61) **Hampshire Southern Railroad.** Rates from points on this line are made on Rommey, W. Va., by adding the local rates of the Hampshire Southern Railroad to the rates from Rommey, W. Va., published by the Baltimore & Ohio Railroad.

(62) **Hartford & New York Transportation Company.** Through rates from points on this line are published by the Baltimore & Ohio Railroad.

(63) **Hickory Valley Railroad.** Rates from points on this line are a combination on West Hickory, Pa., made by adding the local rates of the Hickory Valley Railroad to the rates from West Hickory, Pa., published by the Pennsylvania Railroad.

(64) **Hoboken Manufacturers' Railroad.** Through rates from points on this line are published in the following manner:

Via the Delaware, Lackawanna & Western Railroad and its connections, both class and commodity rates are published by the Delaware, Lackawanna & Western Railroad.

Via the Erie Railroad and its connections, through rates, both class and commodity, are published by the Erie Railroad.

Via the Lehigh Valley Railroad and its connections, through rates, both class and commodity, are published by the Lehigh Valley.

Via the New York, Ontario & Western Railway, through rates, both class and commodity, are published by the New York, Ontario & Western Railway.

(65) **Hoboken Shore Road.** Through rates, via the West Shore Railroad and its connections, both class and commodity, are published by the West Shore Railroad.

(66) **Huntingdon & Broad Top Mountain Railroad.** Through rates, both class and commodity, via the Pennsylvania Railroad, are published by the Pennsylvania Railroad, in Star Union Line westbound tariff.

(67) **Ironton Railroad.** Through rates, both class and commodity, from points on this line, are published in the following manner:

Via the Central Railroad of New Jersey and its connection, both class and commodity rates are published by the Central Railroad of New Jersey.

Via the Empire Line, in connection with the Pennsylvania Railroad, in Empire Line westbound tariff.

Via the Philadelphia & Reading Railway, both class and commodity rates, applying via the Philadelphia & Reading Railway and its connections, are published by the Philadelphia & Reading Railway.

Via the Pennsylvania Railroad, Star Union Line, through rates, both class and commodity, are published by the Pennsylvania Railroad, in Star Union Line westbound tariff.

(68) **Kane & Elk Railroad.** Through rates, both class and commodity, from points on this line, are published in the following manner:

Via the Empire Line, in connection with the Pennsylv-

vania Railroad and its connections, both class and commodity rates are published by the Pennsylvania Railroad in Empire Line westbound tariff.

Via the Pennsylvania Railroad, Star Union Line, both class and commodity rates are published by the Pennsylvania Railroad in Star Union Line westbound tariff. Rates are also published via the Pennsylvania Railroad in Pennsylvania Railroad Company westbound tariff.

(69) **Kanona & Prattsburgh Railroad.** Through rates, both class and commodity, are published by the Erie Railroad.

(70) **Kishacoquillas Valley Railroad.** Rates from points on this line are made on the Reedsville-Pennsylvania combination by adding to the local rate of the Kishacoquillas Valley Railroad, the rate from Reedsville, Pa., published by the Pennsylvania Railroad.

(71) **Lackawanna & Wyoming Valley Railroad.** Through rates, both class and commodity, from points on this line, are published in the following manner:

Via the Delaware, Lackawanna & Western Railroad and its connections, the tariffs are published by the Delaware, Lackawanna & Western Railroad.

Via the Erie Railroad and its connections, the tariffs are published by the Erie Railroad.

Via the Lehigh Valley Railroad and its connections, the tariffs are published by the Lehigh Valley Railroad.

(72) **Leetonia Railway.** The rates from points on this line are made on the Tiadaghton, Pa., by using the local rates of the Leetonia Railway to Tiadaghton, plus the rates published from that point by the New York Central & Hudson River Railroad.

(73) **Lehigh & Hudson River Railway.** Through rates

from points on this line are published in the following manner:

Via the Central Railroad of New Jersey and its connections, class and commodity rates are published by the Central Railroad of New Jersey.

Via the Delaware, Lackawanna & Western Railroad and its connections, both class and commodity rates are published by the Delaware, Lackawanna & Western Railroad.

Via the Erie Railroad and its connections, both class and commodity rates are published by the Erie Railroad.

Via the Lehigh Valley Railroad and its connections, both class and commodity tariffs are published by the Lehigh Valley Railroad.

Via the New York, Ontario & Western Railway, both class and commodity rates are published by the New York, Ontario & Western Railway.

Via the Star Union Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are published by the Pennsylvania Railroad, in Star Union Line westbound tariff.

(74) **Lehigh & Lackawanna Railroad.** Through rates from points on this line are published in the following manner:

Via the Central Railroad of New Jersey, both class and commodity rates are published by the Central Railroad of New Jersey.

Via the Lehigh Valley Railroad and its connections, both class and commodity rates are published by the Lehigh Valley Railroad.

Via the New York, Ontario & Western Railroad, both

class and commodity rates are published by the New York, Ontario & Western Railroad.

Via the Philadelphia & Reading Railway, Star Union Line, via the Pennsylvania Railroad and its connections, both class and commodity rates are published by the Pennsylvania Railroad.

Via the Philadelphia & Reading, Empire Line, in connections with the Pennsylvania Railroad and its connections, the tariffs are published by the Philadelphia & Reading Railway in their Empire Line westbound tariff.

(75) **Lehigh & New England Railroad.** Through rates from points on this line are published in the following manner:

Via the Delaware, Lackawanna & Western Railroad, both class and commodity rates are published by the Delaware, Lackawanna & Western Railroad.

Via the Erie Railroad, both class and commodity rates are published by the Erie Railroad.

Via the Central Railroad of New Jersey, both class and commodity rates are published by the Central Railroad of New Jersey.

Via the Lehigh Valley Railroad, both class and commodity rates are published by the Lehigh Valley Railroad.

Via the Empire Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are published by the Pennsylvania in Empire Line westbound tariff.

Via the New York, Ontario & Western Railway, both class and commodity rates are published by the New York, Ontario & Western Railway.

Via the Philadelphia & Reading, both class and com-

modity rates by the Philadelphia & Reading Railway.

Via the Philadelphia & Reading, in connection with the Pennsylvania Railroad and its connections, via the Star Union Line, both class and commodity rates are published by the Philadelphia & Reading Railway.

Via the Pennsylvania Railroad, Star Union Line, both class and commodity rates are published by the Pennsylvania Railroad in Star Union Line west-bound tariff.

(76) **Lehigh Valley Railroad.** Through rate, both class and commodity, from points on this line as, Rochester, Geneva and Elmira, N. Y.; Newark, New Jersey and Bound Brook, N. J.; Towanda, Wilkesbarre, Pittston, Tunkhannock, Montrose and Sayre, Pa., are published by the Lehigh Valley Railroad.

From points on the National Docks division of the Lehigh Valley Railroad, through rates are published in the following manner:

Via the Canada Southern Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are published by the Pennsylvania Railroad, in Canada Southern west-bound tariff.

Via the Erie Railroad, both class and commodity rates are published by the Erie Railroad.

Via the Empire Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are published in westbound Empire Line tariff, issued by the Pennsylvania Railroad.

Via the New York, Ontario & Western Railway, both

class and commodity rates are published by the New York, Ontario & Western Railroad.

Via the West Shore Railroad, both class and commodity rates are published by the West Shore Railroad.

(77) **Little Falls & Dolgeville Railroad.** Rates from points on this line are made on the Little Falls, N. Y., combination by adding to the local rates of the Little Falls & Dolgeville Railroad the rates from Little Falls, published by the New York Central & Hudson River Railroad.

(78) **Little Kanawha Railroad.** Rates from points on this line are made on the Parkersburg, West Virginia, combination by adding to the local rates of the Little Kanawha Railroad to the rates as published from Parkersburg, W. Va., by the Baltimore & Ohio Railroad and B. & O. S. W. Railroad.

(79) **Long Island Railroad.** From points on this line through rates are published in connection with the various lines that reach New York City in the following manner:

Via the Baltimore & Ohio Railroad, both class and commodity rates are published by the Baltimore & Ohio Railroad.

Via the Central Railroad of New Jersey, both class and commodity rates are published by the Central Railroad of New Jersey.

Via the Canada Southern Line, in connection with Pennsylvania Railroad, both class and commodity rates are published in the Canadian Southern west-bound tariff issued by the Pennsylvania Railroad.

Via the Delaware, Lackawanna & Western Railroad and its connections, both class and commodity rates are published by the Delaware, Lackawanna & Western Railroad.

Via the Erie Railroad, both class and commodity rates are published by the Erie Railroad.

Via the Empire Line, in connection with the Pennsylvania Railroad, both class and commodity rates will be found in the Empire Line westbound tariff issued by the Pennsylvania Railroad.

Via the Lehigh Valley Railroad, both class and commodity rates are issued by the Lehigh Valley Railroad.

Via the New York, Ontario & Western Railway, both class and commodity rates are published by the New York, Ontario & Western Railroad.

Via the New York Central & Hudson River Railroad, both class and commodity rates are published by the New York Central & Hudson River Railroad.

Via the Pennsylvania Railroad, Star Union Line, both class and commodity rates are published in Star Union Line westbound tariff issued by the Pennsylvania Railroad.

Via the West Shore Railroad, the class and commodity rates are published by the West Shore Railroad.

(80) **Lorama Railroad.** Rates from points on this line are made on the Pennsboro, W. Va., combination by adding to the local rates of the Lorama Railroad the rate from Pennsboro, W. Va., published by the Baltimore & Ohio Railroad.

(81) **Lowville & Beaver River Railroad.** Rates from points on this line are made on Lowville-New York combination by adding to the local rates of the Lowville & Beaver River Railroad the rates from Lowville, N. Y., published by the New York Central & Hudson River Railroad.

(82) **Maine Central Railroad.** Through rates, both class and commodity, from points on this line, via the Boston &

Maine Railroad and its connections, are published by the New England Freight Association.

(83) **Marion & Rye Valley Railway.** Through rates from points on this line are made on the Marion, Virginia, combination by using the local rates of the Marion & Rye Valley Railroad to Marion plus the rates as published by the Norfolk & Western Railway.

(84) **Maryland, Delaware & Virginia Railway.** Through rates from points on this line are published in the following manner:

Via the Baltimore & Ohio Railroad and its connections, both class and commodity rates are published by the Baltimore & Ohio Railroad.

Via the Canada Southern Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are published in the Canada Southern Line tariff issued by the Pennsylvania Railroad.

Via the Empire Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are found in Empire Line westbound tariff issued by the Pennsylvania Railroad.

Via the Star Union Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are published in the Star Union Line westbound tariff issued by the Pennsylvania Railroad.

(85) **Maryland Electric Railway Company.** Through rates from points on this line are made on the Odenton, Maryland, combination by using the Maryland Electric Railway local rate to Odenton, and the rates as published from Odenton by the Pennsylvania Railroad. A combination rate can also be made on Annapolis Junction, Mary-

land. The rates from that point are published by the Baltimore & Ohio Railroad.

(86) **Maryland & Pennsylvania Railroad.** Through class and commodity rates from points on this line are published in the following manner:

Via the Baltimore & Ohio Railroad and its connections, the rates are published by the Baltimore & Ohio Railroad.

Via the Canada Southern Line, in connection with the Pennsylvania Railroad and its connections, in Canada Southern Line tariffs, issued by the Pennsylvania Railroad.

Via the Empire Line, in connection with the Pennsylvania Railroad and its connections, in Empire Line westbound tariffs, issued by the Pennsylvania Railroad.

Via the Star Union Line in connection with the Pennsylvania Railroad and its connections, in Star Union Line westbound tariff, issued by the Pennsylvania.

(87) **Middleburgh & Schoharie Railroad (Schoharie Valley Railroad).** The rates from points on this line are made on Schoharie Junction combination by adding to the local rates of the Middleburgh & Schoharie Railroad, the rate from Schoharie Junction published by the Delaware & Hudson Company.

(88) **Montpelier & Wells River Railroad.** Through rates are published from points on this line in the following manner:

Via the Boston & Maine Railroad and its connections, class and commodity rates are published by the New England Freight Association.

(89) **Morganstown & Kingwood Railroad.** Through rates from points on this line are published in the following manner:

Via Baltimore & Ohio Railroad and its connections, both class and commodity rates are published by the Baltimore & Ohio Railroad.

(90) **Morristown & Erie Railroad.** Through rates from points on this line are published in the following manner :

Via the Delaware, Lackawanna & Western Railroad, both class and commodity rates are published by the Delaware, Lackawanna & Western Railroad.

Via the Erie Railroad and its connections, class and commodity rates are published by the Erie Railroad.

(91) **Mt. Jewett, Kinzua & Riterville Railroad.** Through rates from points on this line are published in the following manner :

Via the Buffalo, Rochester & Pittsburgh Railroad and its connections, class and commodity rates are published by the Buffalo, Rochester & Pittsburgh Railway.

Via the Erie Railroad and its connections, class and commodity rates are published by the Erie Railroad.

Via the Pennsylvania Railroad and its connections, class and commodity rates are published by the Pennsylvania Railroad.

(92) **Mount Hope Mineral Railroad.** Through rates from points on this line are published by the Central Railroad of New Jersey.

Via the Delaware, Lackawanna & Western Railroad and its connections, the rates, both class and commodity, are published by the Delaware, Lackawanna & Western Railroad.

(93) **Moshassuck Valley Railroad.** Through rates, both class and commodity, from points on this line, are published via the New York, New Haven & Hartford Railroad by the New England Freight Association.

(94) **Newark & Marion Railroad.** Through rates from points on this line are published in the following manner:

Via the Canada Southern Line, in connection with the Pennsylvania Railroad and its connections, class and commodity rates are published in the Canada Southern westbound tariff issued by the Pennsylvania Railroad.

Via the Empire Line, in connection with the Pennsylvania and its connections, class and commodity rates are published in the Empire Line tariff issued by the Pennsylvania Railroad.

Via the Star Union Line, in connection with the Pennsylvania Railroad and its connections, class and commodity rates are published in Star Union Line westbound tariff issued by the Pennsylvania Railroad.

(95) **New England Navigation Company.** Through rates, both class and commodity, from points on this line, are published by the New England Freight Association.

(96) **New England Steamship Company.** Through rates from points on this line are published by the Baltimore & Ohio Railroad.

(97) **New Jersey & New York Railroad.** Through rates, both class and commodity, from points on this line, are published by the Erie Railroad.

(98) **New Jersey & Pennsylvania Railroad.** Through rates, both class and commodity, from points on this line, applying via the Central Railroad of New Jersey and its connections, are published by the Central Railroad of New Jersey.

(99) **New York Central & Hudson River Railroad.** This line reaches New York City, also Utica, Syracuse, Rome, Rochester, Schenectady, Albany, Troy and other important points in New York state. Through rates, both class and

commodity, are published by the New York Central & Hudson River Railroad.

(100) **New Park & Fawn Grove Railroad.** Through rates from points on this line are published in the following manner:

Via the Canada Southern Line and its connection with the Pennsylvania Railroad, both class and commodity rates are published in Canada Southern Line westbound tariff issued by the Pennsylvania Railroad.

Via the Empire Line, in connection with the Pennsylvania Railroad, rates are published, both class and commodity, in Empire Line westbound tariffs issued by the Pennsylvania Railroad.

Via the Star Union Line, in connection with Pennsylvania Railroad and its connections, both class and commodity rates are carried in Star Union Line westbound tariffs issued by the Pennsylvania Railroad.

(101) **Newport & Shermans Valley Railroad.** Through rates from points on this line are made on the Newport (Perry County), Pennsylvania, combination by adding to the local rates of the Newport & Shermans Valley Railroad the rates from Newport, Pa., published by the Pennsylvania Railroad.

(102) **New York, New Haven & Hartford Railroad.** Through rates, both class and commodity, from points on this line, are issued by the New England Freight Association.

(103) **New York & Long Branch Railroad.** Through rates from points on this line are issued in the following manner:

Via the Canada Southern Line and its connection with Pennsylvania Railroad and its connections, both

class and commodity rates are found in Canada Southern westbound tariff issued by the Pennsylvania Railroad.

Via the Central Railroad of New Jersey, both class and commodity rates are published by the Central Railroad of New Jersey.

Via the Empire Line, in connection with the Pennsylvania Railroad, both class and commodity rates are published in Empire Line westbound tariff issued by the Pennsylvania Railroad.

Via the Star Union Line and in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are found in Star Union Line westbound tariff issued by the Pennsylvania Railroad.

(104) **New York, Ontario & Western Railway.** Through rates are published from points on this line in the following manner :

Via New York, Ontario & Western Railway, both class and commodity rates are published by the New York, Ontario & Western Railway.

Via the Lehigh Valley Railroad and its connections, both class and commodity rates are published by the Lehigh Valley Railroad.

Via the New York Central & Hudson River Railroad, both class and commodity rates are published by the New York Central & Hudson River Railroad.

Via the West Shore Railroad, both class and commodity rates are published by the West Shore Railroad.

(105) **New York & Pennsylvania Railway.** Through rates from points on this line are published in the following manner :

Via the Buffalo & Susquehanna Railroad and its con-

nections, both class and commodity rates are published by the Buffalo & Susquehanna Railroad.

Via Erie Railroad, both class and commodity rates are published by the Erie Railroad.

(106) New York, Philadelphia & Norfolk Railroad.

Through rates from points on this line are published in the following manner:

Via the Canada Southern Line, both class and commodity rates, in connection with the Pennsylvania and its connections, are found in Canada Southern Line westbound tariff issued by the Pennsylvania Railroad.

Via the Empire Line, in connection with the Pennsylvania Railroad and its connections, class and commodity rates are found in the Empire Line tariff issued by the Pennsylvania Railroad.

Via the Star Union Line, in connection with the Pennsylvania Railroad, both class and commodity rates are found in the Star Union Line westbound tariff issued by the Pennsylvania Railroad.

(107) New York, Susquehanna & Western Railroad.

Through rates from points on this line are published in the following manner:

Via the Erie Railroad and its connections, class and commodity rates are published by the Erie Railroad.

Via the Lehigh Valley Railroad and its connections, both class and commodity rates are published by the Lehigh Valley Railroad.

(108) Norfolk & Southern Railroad. Through rates from points on this line are published in the following manner:

Via the Empire Line and its connections, and in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are found

in Empire Line westbound tariff issued by the Pennsylvania Railroad.

Via the Star Union Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are found in Star Union Line westbound tariff issued by the Pennsylvania Railroad.

(109) **Norfolk & Western Railway.** Through rates from points on this line, in Trunk Line territory, are published in the following manner:

Class rates are published by A. P. Gilbert, agent of the Associated Railways of Virginia. He issues a westbound basing book, which shows the various percentage points in Central Freight Association territory. This is to be used in connection with the tariff, which shows the points of origin and names the rates to the percentage points in the basing book.

The commodity rates are published by the Norfolk & Western Railway.

(110) **North Hampton & Bath Railroad.** From points on this line the rates are published in the following manner:

Via the Central Railroad of New Jersey and its connections, both class and commodity rates are published by the Central Railroad of New Jersey.

Via the Delaware, Lackawanna & Western Railroad and its connections, both class and commodity rates are published by the Delaware, Lackawanna & Western Railroad.

Via the Erie Railroad and its connections, both class and commodity rates are published by the Erie Railroad.

Via the Lehigh Valley Railroad and its connections,

both class and commodity rates are published by the Lehigh Valley Railroad.

Via the Philadelphia & Reading Railway, both class and commodity rates are published by the Philadelphia & Reading Railway.

(111) **Northern Central Railway.** Both class and commodity rates from points on this line are published by the New York Central & Hudson River Railroad, also by the Pennsylvania Railroad.

(112) **Norwalk Steamboat Company.** Both class and commodity rates from points on this line are published by the Baltimore & Ohio Railroad.

(113) **Norwich & New York Propellor Company.** Rates from points on this line are published by the Baltimore & Ohio Railroad.

(114) **Norwood & St. Lawrence Railroad.** Through rates, both class and commodity, applying via the New York Central & Hudson River Railroad, and its connections are published by the New York Central & Hudson River Railroad.

(115) **Pemberton & Hightstown Railroad.** Through rates from points on this line are published in the following manner:

Via the Canada Southern Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are published in Canada Southern Line westbound tariff issued by the Pennsylvania Railroad.

Via the Empire Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are published in Empire Line westbound tariff issued by the Pennsylvania Railroad.

Via the Star Union Line and its connections with the Pennsylvania Railroad and its connections, class and

commodity rates are published in Star Union Line westbound tariff issued by the Pennsylvania Railroad.

(116) **Pennsylvania Railroad.** Through rates from points on this line are published by the Pennsylvania Railroad.

(117) **Philadelphia & Reading Railway.** This railroad reaches Philadelphia and other points in Pennsylvania and New Jersey, and through rates are published in the following manner:

Via the Philadelphia & Reading Railway and its connections, both class and commodity rates are published by the Philadelphia & Reading Railway.

Via the Empire Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are found in Empire Line westbound tariffs issued by the Philadelphia & Reading Railway.

Via the Star Union Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are found in Star Union Line westbound tariff issued by the Philadelphia & Reading Railway.

(118) **Pittsburgh, Shawmut & Northern Railroad.** Through rates from points on this line are published in the following manner:

Via the Buffalo & Susquehanna Railroad and its connections, both class and commodity rates are published by the Buffalo & Susquehanna Railroad.

Via the Buffalo, Rochester & Pittsburgh Railroad, class and commodity rates are published by the Buffalo, Rochester & Pittsburgh Railroad.

Via the Delaware, Lackawanna & Western Railroad and its connections, both class and commodity

rates are published by the Delaware, Lackawanna & Western Railroad.

Via the Empire Line in connection with the Pennsylvania Railroad and its connections, class and commodity rates are published in Empire Line west-bound tariff issued by the Pennsylvania Railroad.

Via the Erie Railroad and its connections, both class and commodity rates are published by the Erie Railroad.

Via the Pennsylvania Railroad, both class and commodity rates are published by the Pennsylvania Railroad.

Via the Star Union Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are published in west-bound Star Union Line tariff issued by the Pennsylvania.

(119) **Potato Creek Railroad.** Through rates from points on this line are published by the Pennsylvania Railroad.

(120) **Potomac & Chesapeake Steamboat Company.** Through rates from points on this line are published by the Baltimore & Ohio Railroad.

(121) **Rahway Valley Railway.** Through rates to Central Freight Association territory, from points on this line, are published in the following manner:

Via the Central Railroad of New Jersey and its connections, both class and commodity rates are published by the Central Railroad of New Jersey.

Via the Empire Line, in connection with Pennsylvania Railroad and its connections, both class and commodity rates are found in Empire Line westbound tariff issued by the Pennsylvania Railroad.

Via the Lehigh Valley Railroad and its connections,

class and commodity rates are published by the Lehigh Valley Railroad.

Via the Philadelphia & Reading Railway, in connection with the Pennsylvania Railroad, both class and commodity rates are published by the Philadelphia & Reading Railway.

Via the Star Union Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are published in Star Union Line westbound tariff issued by the Pennsylvania Railroad.

Via the Philadelphia & Reading Railway and its connections in connection with the Pennsylvania Railroad, via the Star Union Line, both class and commodity rates are found in Star Union Line tariff issued by the Philadelphia & Reading Railway.

(122) **Raquette Lake Railway.** Through rates from points on this line are made on the Carter, New York, combination by adding to the local rate of the Raquette Lake Railway the rate from Carter, N. Y., published by the New York Central & Hudson River Railroad.

(123) **Raritan River Railroad.** Through rates from points on this line are published in the following manner:

Via the Canada Southern Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are found in Canada Southern westbound tariff issued by the Pennsylvania Railroad.

Via the Central Railroad of New Jersey, both class and commodity tariffs are issued by the Central Railroad of New Jersey.

Via the Empire Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are found in the Empire Line

westbound tariff issued by the Pennsylvania Railroad.

Via the Star Union Line in connection with the Pennsylvania Railroad, both class and commodity rates are found in the Star Union Line westbound tariff issued by the Pennsylvania Railroad.

(124) **Reynoldsville & Falls Creek Railroad.** Class and commodity rates from points on this line are issued by the Buffalo, Rochester & Pittsburgh Railroad.

(125) **Rhode Island Company.** Through rates from points on this line are published in the New England Freight Association tariffs issued by the New England Freight Association.

(126) **Richmond, Fredericksburg & Potomac Railroad.** Through rates from points on this line are published in the following manner:

Via the Baltimore & Ohio Railroad and its connections, both class and commodity rates are issued by the Baltimore & Ohio Railroad.

Via the Canada Southern Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are found in Canada Southern Line westbound tariff issued by the Pennsylvania Railroad.

Via the Empire Line in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are published by the Pennsylvania Railroad and are found in Empire Line westbound tariff.

Via the Star Union Line, in connection with the Pennsylvania Railroad and its connection, both class and commodity rates are found in Star Union Line westbound tariff issued by the Pennsylvania Railroad.

Rates are also published in connection with other lines. Class rates are published by A. P. Gilbert, agent of the Associated Railways of Virginia. He issues a westbound basing book, showing the various percentage points in Central Freight Association territory. This book is to be used in connection with the tariff issued by A. P. Gilbert, which names the various points of origin and shows the rates to the various percentage points in Central Freight Association territory.

Commodity rates from points on this line, in connection with the Chesapeake & Ohio, are also issued by A. P. Gilbert, as Assistant General Freight Agent of the Chesapeake & Ohio Railroad.

(127) **Rockland, Thomaston & Camden Railroad.** There are no through rates from points on this line, and a combination rate is made on Rockland, Maine, by adding to the local rates of the Rockland, Thomaston & Camden Railroad the rates from Rockland, Maine, as published by the New England Freight Association.

(128) **Rutland Railroad.** Through rates from points on this line are published in the following manner:

Via the Boston & Maine Railroad and its connections, both class and commodity rates are found in tariffs issued by the New England Freight Association.

Via the Boston & Albany Railroad from points on the Chatham division, both class and commodity tariffs are issued by the Boston & Albany Railroad.

Via the New York Central & Hudson River Railroad and its connections, class and commodity rates are published by the New York Central & Hudson River Railroad.

(129) **St. Johnsbury & Lake Champlain Railroad.** Through rates, both class and commodity, from points on

this line are issued by the New England Freight Association.

(130) **Salem Freight Company.** Through rates from points on this line are published by the Baltimore & Ohio Railroad.

(131) **Sandy River & Rangeley Lakes Railroad.** There are no through rates from points on this line, and a combination rate is made on Farmington, Maine, by adding the local rates of the Sandy River & Rangeley Lakes Railroad to the rates from Farmington, Maine, as published by the New England Freight Association.

(132) **Seaboard Air Line.** Through rates from this line, located in Trunk Line territory, are published in the following manner:

Via the Baltimore & Ohio Railroad, both class and commodity rates are published by Baltimore & Ohio Railroad.

Via the Chesapeake & Ohio Railroad, the class rates are published by A. P. Gilbert, agent of the Associated Railways of Virginia. Mr. A. P. Gilbert issues the westbound basing book on tariff, showing the percentage points in Central Freight Association territory. He issues in connection a tariff showing the points of origin and also the rates. One tariff should be used in connection with the other. The commodity rates are published by the Chesapeake & Ohio Railroad.

Via the Empire Line, in connection with the Pennsylvania Railroad and its connections, the class and commodity rates are published in the Empire Line westbound tariff issued by the Pennsylvania Railroad.

Via the Star Union Line, in connection with the Pennsylvania Railroad and its connections, both class

and commodity rates are found in Star Union Line westbound tariff issued by the Pennsylvania Railroad.

(133) **Sheffield & Tionesta Railway.** Through rates from points on this line are published in the following manner:

Via the Empire Line, in connection with the Pennsylvania Railroad, for both class and commodity rates, use the Empire Line westbound tariff issued by the Pennsylvania Railroad.

Via the Star Union Line, in connection with the Pennsylvania Railroad and its connection, both class and commodity rates are found in the Star Union Line westbound tariff issued by the Pennsylvania Railroad, also in Pennsylvania Railroad westbound tariff.

(134) **Skaneateles Railroad.** There are no through rates from points on this line. A combination rate is made on Skaneateles Junction by adding the local rates of the Skaneateles Railroad to the rates published from Skaneateles Junction by the New York Central & Hudson River Railroad.

(135) **South Brooklyn Railway.** Through rates from points on this line are published to Central Freight Association territory from practically every line that reaches New York City, in the following manner:

Via the Baltimore & Ohio Railroad and its connections, class and commodity rates are issued by the Baltimore & Ohio Railroad.

Via the Central Railroad of New Jersey, class and commodity rates are published by the Central Railroad of New Jersey.

Via the Canada Southern Line, in connection with the Pennsylvania Railroad and its connections,

both class and commodity rates are published by the Canada Southern Line westbound tariff, issued by the Pennsylvania Railroad.

Via the Delaware, Lackawanna & Western Railroad, both class and commodity rates are published by the Delaware, Lackawanna & Western Railroad.

Via the Erie Railroad and its connections, both class and commodity rates are published by the Erie Railroad.

Via the Empire Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are published in Empire Line westbound tariff issued by the Pennsylvania Railroad.

Via the Lehigh Valley Railroad and its connections, class and commodity rates are published by the Lehigh Valley Railroad.

Via the New York, Ontario & Western Railway, both class and commodity rates are published by the New York, Ontario & Western Railway.

Via the New York Central & Hudson River Railroad, both class and commodity rates are published by the New York Central & Hudson River Railroad.

Via the Star Union Line, in connection with the Pennsylvania Railroad and its connections, rates are published in Star Union Line westbound tariff issued by the Pennsylvania Railroad.

Via West Shore Railroad and its connections, both class and commodity tariffs are issued by the West Shore Railroad.

(136) **South Manchester Railroad.** Through rates, both class and commodity, applying via the New York, New Haven & Hartford Railroad and its connections are published by the New England Freight Association.

(137) **Southern Railroad.** Through rates from points on this line located in Trunk Line territory are published in the following manner:

Via the Baltimore & Ohio Railroad and its connections, both class and commodity rates are published by the Baltimore & Ohio Railroad.

Via the Canada Southern Line and in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are published in Canada Southern Line tariff, westbound, issued by the Pennsylvania Railroad.

Via the Empire Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are published in the Empire Line westbound tariff issued by the Pennsylvania Railroad.

Via the Star Union Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are published in Star Union Line westbound tariff issued by the Pennsylvania Railroad.

Via the various lines, class rates are published by A. P. Gilbert, agent of the Associated Railways of Virginia. Mr. Gilbert issues the westbound basing book, which shows the percentage points in Central Freight Association territory, and in connection with this book a tariff which shows the various points of origin on the Southern Railway, in Trunk Line territory. This tariff also shows the rates to the various percentage points in Central Freight Association territory.

(138) **Starin's New Haven Line.** Class and commodity rates from points reached by this line are published by the Baltimore & Ohio Railroad.

(139) Staten Island Rapid Transit Railway Company.

Through rates from points on this line are published by practically all of the railroads that reach New York, in the following manner:

Via the Baltimore & Ohio Railroad and its connections, both class and commodity rates are published by the Baltimore & Ohio Railroad.

Via the Central Railroad of New Jersey, both class and commodity rates are published by the Central Railroad of New Jersey.

Via the Erie Railroad, both class and commodity rates are published by the Erie Railroad.

Via the Empire Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are published in Empire Line tariff, westbound, issued by the Pennsylvania Railroad.

Via the Lehigh Valley Railroad and its connections, both class and commodity rates are published by the Lehigh Valley Railroad.

Via the New York Central & Hudson River Railroad, both class and commodity rates are published by the New York Central & Hudson River Railroad.

Via the New York, Ontario & Western Railroad, both class and commodity rates are published by the New York, Ontario & Western Railroad.

Via the Star Union Line, in connection with the Pennsylvania Railroad, both class and commodity rates are published in Star Union Line tariff issued by the Pennsylvania Railroad.

Via the West Shore Railroad and its connections, both class and commodity rates are published by the West Shore Railroad.

(140) Strasburg Railroad. Through rates from points

on this line are made on Leaman Place, Pennsylvania, combination by adding the local rates of the Strasburg Railroad to the rate from Leaman Place, published by the Pennsylvania Railroad.

(141) **Stewartstown Railroad.** Rates for classes and commodities from points on this line are published in the following manner:

Via the Canada Southern line, in connection with the Pennsylvania Railroad and its connections, the rates are found in Canada Southern Line westbound tariff issued by the Pennsylvania Railroad.

Via the Empire Line, in connection with the Pennsylvania Railroad and its connections, the rates are published in Empire Line tariffs, westbound, issued by the Pennsylvania Railroad.

Via the Star Union Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are found in Star Union Line westbound tariff issued by the Pennsylvania.

(142) **Susquehanna, Bloomsburg & Berwick Railroad.** Through rates from points on this line are published in the following manner:

Via the Canada Southern Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are found in Canada Southern Line westbound tariff issued by the Pennsylvania Railroad.

Via the Empire Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are found in Empire Line westbound tariff issued by the Pennsylvania Railroad.

Via the Star Union Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are found in Star Union Line

tariff, westbound, issued by the Pennsylvania Railroad.

Via the Philadelphia & Reading Railroad and its connections, both class and commodity rates are found in Philadelphia & Reading tariffs issued by the Philadelphia & Reading Railroad.

(143) **Susquehanna & New York Railroad.** Through rates from points on this line are published in the following manner:

Via the Empire Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are found in Empire Line westbound tariffs issued by the Pennsylvania Railroad.

Via the Lehigh Valley Railroad and its connections, both class and commodity rates are published by the Lehigh Valley Railroad.

Via the Star Union Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are found in Star Union Line westbound tariff issued by the Pennsylvania Railroad.

Via the New York Central & Hudson River and its connections, both class and commodity rates are published by the New York Central & Hudson River Railroad.

(144) **Susquehanna River & Western Railroad.** There are no through rates from points on this line. A combination rate is made on Duncannon, Pa., by adding the local rate of the Susquehanna River & Western Railroad to the rates from Duncannon, Pa., published by the Pennsylvania Railroad.

(145) **The East Broad Top Railroad & Coal Company.** There are no through rates from points on this line, and a combination rate is made on Mount Union, Pennsylvania,

by using the local rates of the East Broad Top Railroad & Coal Company to Mount Union, Pa., plus the rates from Mount Union, Pa., published by the Pennsylvania Railroad.

(146) **Tionesta Valley Railroad.** Through rates from points on this line are published in the following manner:

Via the Empire Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are found in Empire Line westbound tariffs issued by the Pennsylvania Railroad.

Via the Star Union Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are found in Star Union Line westbound tariffs issued by the Pennsylvania Railroad, also in the Pennsylvania Railroad westbound tariff.

(147) **Trenton Transportation Company.** Through rates from points on this line are published by the Baltimore & Ohio Railroad.

(148) **Tuckerton Railroad.** Through rates from points on this line are published in the following manner:

Via the Canada Southern Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are found in Canada Southern Line westbound tariffs issued by the Pennsylvania Railroad.

Via the Central Railroad of New Jersey, both class and commodity rates are published by the Central Railroad of New Jersey.

Via the Empire Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are found in Empire Line westbound tariffs issued by the Pennsylvania Railroad.

Via the Star Union Line, both class and commodity

rates, in connection with the Pennsylvania Railroad and its connections, are found in Star Union Line westbound tariffs issued by the Pennsylvania Railroad.

(149) **Ulster & Delaware Railroad.** There are no through rates from points on this line, and a combination rate is made on Kingston, N. Y., by using the local rates of the Ulster & Delaware Railroad to Kingston, N. Y., and the rates from Kingston, N. Y., published by the New York, Ontario & Western Railway, or West Shore Railroad. A combination can be made also on Oneonta, N. Y., by adding the local rate of the Ulster & Delaware Railroad to the rates from Oneonta, N. Y., published by the Delaware & Hudson Company.

(150) **Unadilla Valley Railroad.** Through class and commodity rates from points on this line are issued in the following manner:

Via the Delaware, Lackawanna & Western Railroad, class and commodity rates are published by the Delaware, Lackawanna & Western Railroad.

Via the New York, Ontario & Western Railroad and its connections, both class and commodity rates are published by the New York, Ontario & Western Railway.

(151) **Valley Railroad.** Through rates from points on this line are published in the following manner:

Via the Buffalo, Rochester & Pittsburg Railroad, both class and commodity tariffs are published by the Buffalo, Rochester & Pittsburg Railroad.

Via the Erie Railroad and its connections, both class and commodity rates are published by the Erie Railroad.

(152) **Valley Railroad of Virginia.** Through rates, both

class and commodity, are published by the Baltimore & Ohio Railroad from points on this line.

(153) **Virginian Railway.** Through class rates from points on this line are published via the Chesapeake & Ohio Railroad, by A. P. Gilbert, agent of the Associated Railways of Virginia. His westbound basing book shows the various points in Central Freight Association territory and what percentage the points take of the Chicago-New York rate. This westbound basing book is to be used in connection with the tariff issued by Mr. Gilbert which shows the points of origin on the Virginian Railway, also the rates to the various percentage points in Central Freight Association territory.

Commodity rates from points on this line are published by the Chesapeake & Ohio Railway.

Via the Canada Southern Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are published in Canada Southern Line westbound tariff issued by the Pennsylvania Railroad.

Via the Empire Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are published in Empire Line westbound tariffs issued by the Pennsylvania Railroad.

Via the Star Union Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are found in Star Union Line westbound tariffs issued by the Pennsylvania Railroad.

(154) **Washington, Baltimore & Annapolis Electric Railroad.** Through rates from points on this line are published in the following manner:

Via the Empire Line, in connection with the Penn-

sylvania Railroad and its connections, both class and commodity rates are published in Empire Line westbound tariff issued by the Pennsylvania Railroad.

Via the Star Union Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are published in Star Union Line westbound tariff issued by the Pennsylvania Railroad.

(155) Washington, Potomac & Chesapeake Railroad.

There are no through rates from points on this line. A combination rate is made on Brandywine, Maryland, by adding the local rates of the Washington, Potomac & Chesapeake Railroad to the rates from Brandywine published by the Pennsylvania Railroad.

(156) Washington Southern Railway. Through rates from points on this line are published in the following manner:

Via Baltimore & Ohio Railroad, both class and commodity rates are published by the Baltimore & Ohio Railroad.

Via the Canada Southern Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are found in Canada Southern Line westbound tariffs issued by the Pennsylvania Railroad.

Via the Chesapeake & Ohio Railroad, class rates, in connection with the Chesapeake & Ohio Railroad, are published by Mr. A. P. Gilbert, agent of the Associated Railways of Virginia. Mr. Gilbert issues a westbound basing book, which shows the various percentage points in Central Freight Association territory. The basing book is used to determine the points of destination in Central Freight Association

territory and relative percentage of the Chicago-New York rate. Mr. Gilbert issues, in connection with this basing book, a westbound tariff showing the points of origin for the lines of which he is agent and publishes the rates to various percentage points in Central Freight Association territory.

The commodity rates, however, from points on this line are published by the Chesapeake & Ohio Railway.

Via the Empire Line, in connection with the Pennsylvania Railroad and its connections, both class and commodity rates are published in the Empire Line westbound tariff issued by the Pennsylvania Railroad.

Via the Star Union Line, in connection with the Pennsylvania Railroad and its connections, class and commodity rates are published in Star Union Line tariffs issued by the Pennsylvania Railroad.

(157) **Western Maryland Railway.** Through rates, both class and commodity, from points on this line applying to Central Freight Association territory are published by the Western Maryland Railroad.

(158) **West Shore Railroad.** Through rates, both class and commodity, from points on this line are published by the West Shore Railroad.

(159) **West Virginia & Northern Railroad.** Through rates from points on this line, both class and commodity, are published by the Baltimore & Ohio Railroad.

(160) **Wharton & Northern Railroad.** Rates from points on this line are made on the Wharton, New Jersey, combination by adding the local rates of the Wharton & Northern Railroad to the rates as published from Wharton, N. J., by the Delaware, Lackawanna & Western Railroad or Central Railroad Company of New Jersey.

(161) **Wilkes-Barre & Eastern Railroad.** Through rates from points on this line are published in the following manner:

Via the Erie Railroad and its connections, both class and commodity rates are published by the Erie Railroad.

Via the Lehigh Valley Railroad and its connections, both class and commodity rates are published by the Lehigh Valley Railroad.

(162) **Williamsport & North Branch Railroad.** Through rates from points on this line are published in the following manner:

Via the Lehigh Valley Railroad and its connections, both class and commodity tariffs are published by the Lehigh Valley Railroad.

Via the Philadelphia & Reading Railway, both class and commodity rates are published by the Philadelphia & Reading Railway.

(163) **Williams Valley Railroad.** Through rates, both class and commodity, from points on this line, via the Philadelphia & Reading Railway and its connections, are issued by the Philadelphia & Reading Railroad.

(164) **Wiscasset, Waterville & Farmington Railway Company.** Rates from points on this line are made on the Wiscasset, Maine, combination by adding the local rates of the Wiscasset, Waterville & Farmington Railway Company to the rates published from Wiscasset by the New England Freight Association.

(165) **Wood River Branch Railroad.** Through rates, both class and commodity, from points on this line, via the New York, New Haven & Hartford Railroad and its connections, are published by the New England Freight Association.

(166) **Woodstock Railway.** There are no through rates

from points on this line. A combination rate is made on White River Junction, Vermont, by using the local rates of the Woodstock Railway to White River Junction and the rates from White River Junction published by the New England Freight Association.

(167) **York Harbor & Beach Railroad.** Through rates from points on this line are made on the Portsmouth, N. H., combination by adding the local rates of the York Harbor & Beach Railroad to the rates from Portsmouth, N. H., published by the New England Freight Association.

§ 3. Application of Tariffs via Differential Water and Rail Routes from New England and Trunk Line Territories to the Central Freight Association Territory.

In making shipments from points in New England and Trunk Line Association territories to points in Central Freight Association territory, you may use all-rail rates as described in section 2, or you may use differential rates; ocean and rail rates; lake and rail rates; rail, lake and rail; canal and lake, or canal, lake and rail rates.

You will find a description of tariffs via these various routes as follows:

- (1) Differential Rail Rates.
- (2) Ocean and Rail Rates.
- (3) Lake and Rail Rates. Rail, Lake and Rail.
- (4) Canal and Lake. Canal, Lake and Rail.

The advantages arising from the use of these various routes is set forth in the following sub-divisions treating of each of these routes.

(1) DIFFERENTIAL RATES.

Differential rates are rates which are lower than the standard all-rail rates, for the reason that differential lines handling shipments are placed at a disadvantage. They

are not able to dispatch shipments rapidly because they haul the shipments via more distant routes, or use water part of the way, and cannot make the time required on all-rail shipments via direct lines. Consequently they carry property at lower rates than the standard all-rail lines.

Differential rates are published from points in Trunk Line and New England territory by the Canadian Pacific Dispatch, National Dispatch-Great Eastern Line, Rome, Watertown & Ogdensburg Line, and the Rutland-Michigan Central Line, and apply from points on the following lines as specified:

(1) **Boston & Albany Railroad.** Both class and commodity rates are published by the Rutland-Michigan Central Line.

(2) **Bangor & Aroostook Railroad.** Through rates, both class and commodity, from points on this line are published by the Canadian Pacific Dispatch, also the Rutland-Michigan Central Line.

(3) **Bayonne & New Haven Transportation Company.** Rates, both class and commodity, from points on this line are published by the National Dispatch-Great Eastern Line.

(4) **Boston & Gloucester Steamship Company.** Through rates, both class and commodity, from points on this line are published by the Canadian Pacific Railroad, by the National Dispatch-Great Eastern Line, and the Rutland-Michigan Central Line, also by the New York, New Haven & Hartford Railroad via the Canadian Pacific Dispatch.

(5) **Boston & Maine Railroad.** Through rates from points on this line, both class and commodity, to Central Freight Association territory are published by the Canadian Pacific Dispatch, also by the National Dispatch-Great

Eastern Line, and the Rutland-Michigan Central Line, Rome, Watertown & Ogdensburg Line.

(6) **Bridgeton & Saco River Railroad.** Through rates from points on this line are published by the Canadian Pacific Dispatch, the National Dispatch-Great Eastern Line, by the Rutland-Michigan Central Line, Rome, Watertown & Ogdensburg Line.

(7) **Bush Terminal Railroad.** Through rates from points on this line are published by the National Dispatch-Great Eastern Line.

(8) **Central New England Railway Company.** Rates from points on this line are published in the Canadian Pacific Dispatch tariff issued by F. S. Davis, agent of the New England Freight Association.

(9) **Central Vermont Railway Company.** Through rates from points on this line are published by the National Dispatch-Great Eastern Line.

(10) **Delaware & Hudson Company.** Through rates from points on this line are published by the Rutland-Michigan Central Line and the National Dispatch-Great Eastern Line.

(11) **Eastport Transport Company.** Rates from points on this line are published in the Canadian Pacific Dispatch tariff issued by F. S. Davis, agent of the New England Freight Association.

(12) **Eastern Steamship Company.** Through rates from points on this line are published by the Rutland-Central Michigan Line, Rome, Watertown & Ogdensburg, and the New York, New Haven & Hartford Railroad via the Canadian Pacific Dispatch.

(13) **Grafton & Upton Railroad.** Through rates from points on this line are published by the Rutland-Michigan Central Line, also by the New York, New Haven & Hartford Railroad via the Canadian Dispatch.

(14) **Grand Trunk Railway.** Rates, both class and commodity, from points on this line are published by the National Dispatch-Great Eastern Line.

(15) **Hardwick & Woodbury Railroad.** Through rates from points on this line are published by the Canadian Pacific Dispatch, also by the National Dispatch-Great Eastern Line, the Rutland-Michigan Central Line, and the Rome, Watertown & Ogdensburg Line.

(16) **Maine Central Railroad.** Through rates from points on this line, both class and commodity, are published by the Canadian Pacific Dispatch, by the National Dispatch-Great Eastern Line and the Rutland-Michigan Central Line, also via Rome, Watertown & Ogdensburg Line.

(17) **Maine Steamship Company.** Rates from points on this line, both class and commodity, are published by the National Dispatch-Great Eastern Line.

(18) **Maine Coast Company.** Through rates from points on this line are published by the New York, New Haven & Hartford Railroad, also via Canadian Dispatch and Rutland-Michigan Central Line, also Rome, Watertown & Ogdensburg Line.

(19) **Moshassuck Valley Railroad.** Through rates from points on this line via the Canadian Pacific Dispatch are published by the New York, New Haven & Hartford Railroad.

(20) **Montpelier & Wells River Railroad.** Through rates from points on this line are published by the Canadian Pacific Dispatch, also by the National Dispatch-Great Eastern Line and by the Rutland-Michigan Central Line.

(21) **New England Steamship Company.** Through rates from points on this line via the Canadian Pacific Dispatch are published by the New York, New Haven & Hartford Railroad.

(22) **New England Navigation Company.** Through rates from points on this line via the Canadian Pacific Dispatch are published by the New York, New Haven & Hartford Railroad.

(23) **New York, New Haven & Hartford Railroad.** Rates from points on this line are published by the National Dispatch-Great Eastern Line, and also in the Canadian Pacific Dispatch tariff issued by F. S. Davis, agent of the New England Freight Association.

(24) **Newark Express & Transportation Company.** Rates from points on this line, both class and commodity, are published by the National Dispatch-Great Eastern Line.

(25) **Newark Dispatch Boat Line.** Rates from points on this line, both class and commodity, are published by the National Dispatch-Great Eastern Line.

(26) **New York & New Jersey Steamboat Company.** Rates from points on this line, both class and commodity, are published by the National Dispatch-Great Eastern Line.

(27) **New York & Hastings Steamboat Company.** Through rates from points on this line are published by the National Dispatch-Great Eastern Line.

(28) **Rutland Railroad.** Through rates from points on this line are published by the Rome, Watertown & Ogdensburg Line.

(29) **St. Johnsbury & Lake Champlain Railroad.** Through rates from points on this line, both class and commodity, are published by the Canadian Pacific Dispatch, National Dispatch-Great Eastern Line, Rutland-Michigan Central Line, and Rome, Watertown & Ogdensburg Line.

(30) **Somerset Railway.** Rates from points on this line are published by the Rutland-Michigan Central Line,

Canadian Pacific Dispatch, Rome, Watertown & Ogdensburg Line and National Dispatch-Great Eastern Line.

(31) **South Brooklyn Railway.** Rates from points on this line are published by the National Dispatch-Great Eastern Line, both class and commodity.

(32) **South Manchester Railroad.** Through rates from points on this line via the Canadian Pacific Dispatch are published by the New York, New Haven & Hartford Railroad.

(33) **The Rhode Island Company.** Through rates from points on this line via the Canadian Pacific Dispatch are published by the New York, New Haven & Hartford Railroad.

(34) **Washington County Railroad.** Through rates from points on this line, both class and commodity, are published by the Canadian Pacific Dispatch, National Dispatch-Great Eastern Line, Rutland-Michigan Central Line, and Rome, Watertown & Ogdensburg Line.

(35) **Wood River Branch.** Through rates from points on this line are published in the Canadian Pacific Dispatch tariff published by F. S. Davis, of the New York, New Haven & Hartford Railroad.

(2) OCEAN AND RAIL RATES.

Ocean and rail rates are lower than the standard all-rail rates and can be taken advantage of where time is not required on shipments.

Through ocean and rail rates from points in Trunk Line and New England territory to points in Central Freight Association territory, including the prorating points in Iowa and Missouri, also to St. Paul, Duluth, Winona and the common points, are published from points on the following lines by Agent Sedgman in tariff series No. 2:

Baltimore, Chesapeake & Atlantic Railway.

Baltimore & Ohio Railroad.
Boston & Albany Railroad.
Boston & Gloucester Steamship Company.
Boston & Maine Railroad.
Central New England Railway.
Central Railroad of New Jersey.
Central Vermont Railway.
Chesapeake Beach Railway.
Cornwall & Lebanon Railroad.
Delaware, Lackawanna & Western Railroad.
Dwyer Transportation Line.
Eastern Steamship Company.
Erie Railroad.
Fonda, Johnstown & Gloversville Railroad.
Frontier Navigation Company.
Grafton & Upton Railroad.
Grand Trunk Railway System.
Lehigh & Hudson River Railway.
Lehigh Valley Railroad.
Long Island Railroad.
Maine Central Railroad.
Maine Coast Company.
Maryland, Delaware & Virginia Railway.
Maryland & Pennsylvania Railroad.
Moshassuck Valley Railroad.
New York, New Haven & Hartford Railroad.
Rhode Island Company.
New England Navigation Company.
New Park & Fawn Grove Railroad.
New York Central & Hudson River Railroad.
New York, Ontario & Western Railway.
New York, Philadelphia & Norfolk Railroad.
New York, Susquehanna & Western Railroad.
Northern Central Railroad.

Pennsylvania Railroad.
Philadelphia, Baltimore & Washington Railroad.
Philadelphia & Reading Railway.
Rahway Valley Railway.
Rutland Railroad.
Raritan River Railroad.
South Brooklyn Railroad.
Staten Island Rapid Transit Railway Company.
Stewartstown Railroad.
Tuckerton Railroad.
Washington County Railway.
Western Maryland Railroad.
West Shore Railroad.
Wood River Branch.

Through ocean and rail rates are also published by the Merchant & Miners Transportation Company from points on the following lines:

Boston & Albany Railroad.
Boston & Gloucester Steamship Company.
Boston & Maine Railroad.
Eastern Steamship Company.
Frontier Navigation Company.
Grafton & Upton Railroad.
Maine Central Railroad.
Maine Coast Company.
Moshassuck Valley Railroad.
New York, New Haven & Hartford Railroad.
Rhode Island Company.
Washington County Railway.
Wood River Branch.

Tariff No. 2 series issued by W. J. Sedgman, agent, contains rates from practically all points in Trunk Line and New England territories, from which through ocean and rail rates are published.

(3) LAKE AND RAIL. RAIL, LAKE AND RAIL.

These rates are lower than the standard all-rail rates, or differential rates, and can be taken advantage of in all cases where time is not required on the shipment. Owing to the fact that the shipments have to be transferred en route and that a portion of the route is by boat transportation, fast time cannot be made.

Through rates, lake and rail, are published from points in New England and Trunk Line territories to Central Freight Association, both class and commodity, in the following manner: (See pages 279 and 280.)

(1) **Atlantic City Railroad.** Through rates from points on this line are published by the Philadelphia & Reading Railway Company.

(2) **Boston & Albany Railroad.** From points on the Boston & Albany Railroad, through rates, both class and commodity, are published by the Boston & Albany Railroad, also by Rutland Railway via the Rutland Transit Company.

(3) **Boston & Maine Railroad.** Through rates via this line are published by the Canada Atlantic Transit Company, also by the New England Freight Association, and by the Rutland Railroad.

(4) **Boston & Gloucester Steamboat Company.** Through rates, both lake and rail, from points on this line are published by the Boston & Albany Railroad, Canada Atlantic Line, New England Freight Association and the Rutland Transit Company.

(5) **Bush Terminal Railroad.** Through rates from points on this line are published by the Baltimore & Ohio Railroad, also by the Canada Atlantic Transit Company, Central Railroad of New Jersey, Delaware, Lackawanna & Western Railroad, Erie Railroad, New York Central & Hudson River Railroad, Lehigh Valley Railroad, via the

Pennsylvania Railroad (Anchor Line) via the Rutland Railroad, West Shore Railroad and the Pennsylvania.

(6) **Bloomsburg & Sullivan Railroad.** Through rates from points on this line are published by the Delaware, Lackawanna & Western Railroad.

(7) **Bath & Hammondsport Railroad.** Through rates from points on this line are published via the Erie Railroad, tariffs being published by the Erie Railroad.

(8) **Buffalo, Attica & Arcade Railroad.** Through rates from points on this line are published by the Buffalo & Susquehanna Railway, also by the Erie Railroad.

(9) **Bridgeton & Saco River Railroad.** Through rates from points on this line are published by the Atlantic Transit Company, also by the Rutland Transit Company.

(10) **Baltimore & Ohio Railroad.** Through rates from points on this line are published by the Baltimore & Ohio Railroad. This line also publishes through rates, both class and commodity, from Fall River, Mass., Providence, R. I., and rate points; also from Norfolk, Va., Old Point Comfort, Portsmouth and Hampton, Va.; also from all points on the Baltimore & Ohio Railroad in Trunk Line territory.

(11) **Baltimore Steam Packet Company.** Through rates from points on this line are published by the Baltimore & Ohio Railroad.

(12) **Buffalo & Susquehanna Railway.** Through rates from points on this line are published by the Buffalo & Susquehanna Railway.

(13) **Buffalo, Rochester & Pittsburg Railway.** Through rates from points on this line are published by the Buffalo, Rochester & Pittsburg Railway.

(14) **Bachman Valley Railroad.** Through rates from points on this line are published by the Baltimore & Ohio Railroad.

(15) **Baltimore & Eastern Shore Transportation Company.** Through rates from points on this line are published by the Baltimore & Ohio Railroad.

(16) **Baltimore & Sparrows' Point Railroad.** Through rates from points on this line are published by the Baltimore & Ohio Railroad, also by the Pennsylvania Company (Anchor Line).

(17) **Baltimore, Chesapeake & Atlantic Railway.** Through rates from points on this line are published by the Baltimore & Ohio Railroad, also by the Pennsylvania Railroad (Anchor Line).

(18) **Central Railroad of Pennsylvania.** Through rates from points on this line are published by the New York Central & Hudson River Railroad.

(19) **Central Hudson Steamboat Company.** Through rates from points on this line are published by the Canada Atlantic Transit Company, also by the Rutland Transit Company.

(20) **Central Railroad of New Jersey.** Through rates from points on this line are published by the Central Railroad of New Jersey.

(21) **Central New England Railway.** Through rates from points on this line are published by the New England Freight Association.

(22) **Central Vermont Railway.** Through rates from points on this line are published by the Canada Atlantic Transit Company.

(23) **Chesapeake Beach Railway.** Through rates from points on this line are published by the Baltimore & Ohio Railroad.

(24) **Cornwall Railroad.** Through rates from points on this line are published by the Pennsylvania Railroad (Anchor Line), also by the Philadelphia & Reading Railway.

(25) **Cornwall & Lebanon Railroad.** Through rates from points on this line are published by the Pennsylvania Railroad (Anchor Line).

(26) **Coudersport & Port Allegany Railroad.** Through rates from points on this line are published by the Buffalo & Susquehanna Railroad.

(27) **Cumberland & Pennsylvania Railroad.** Through rates from points on this line are published by the Baltimore & Ohio Railroad.

(28) **Cumberland Valley Railroad.** Through rates from points on this line are published by the Pennsylvania Railroad (Anchor Line) westbound lake and rail tariffs.

(29) **Delaware River Transportation Company.** Through rates from points on this line are published by the Baltimore & Ohio Railroad.

(30) **Delaware, Lackawanna & Western Railroad.** Through rates from points on this line are published by the Delaware, Lackawanna & Western Railroad.

(31) **Delaware, Lackawanna & Western Railroad** (Bangor and Portland division). Through rates from points on this line are published by the Central Railroad of New Jersey, also by the Delaware, Lackawanna & Western Railroad, also by the Lehigh Valley Railroad, and via Pennsylvania Railroad (Anchor Line) in west-bound tariff.

(32) **Delaware, Susquehanna & Schuylkill Railroad.** Through rates from points on this line are published by the Lehigh Valley Railroad.

(33) **Delaware & Hudson Company.** Through rates from points on this line are published by the Canada Atlantic Transit Company, Delaware & Hudson Company, by the Central Railroad of New Jersey via the Pennsylvania Railroad (Anchor Line).

(34) **Dansville & Mt. Morris Railroad.** Through rates from points on this line are published by the Erie Railroad.

(35) **Erie Railroad** (Wyoming division). Through rates from points on this line are published by the Erie Railroad, also by the Lehigh Valley Railroad.

(36) **Easton & Northern Railroad.** Through rates from points on this line are published by the Lehigh Valley Railroad.

(37) **Emmitsburg Railroad.** Through rates from points on this line are published by the Baltimore & Ohio Railroad.

(38) **Erie Railroad.** Through rates from points on this line are published by the Erie Railroad.

(39) **Grand Trunk Railway System.** Through rates from points on this line are published by the Canada Atlantic Railroad Company.

(40) **Grafton & Upton Company.** Through rates from points on this line are published by the Boston & Albany Railroad, also by the New York, New Haven & Hartford; tariffs published by the New England Freight Association, also via the Rutland Transit Company; tariffs published by the Rutland Railroad.

(41) **Genessee & Wyoming Railroad.** Through rates from points on this line are published by the Erie Railroad, also by the Buffalo, Rochester & Pittsburg Railway, also Lehigh Valley Railroad.

(42) **Harlem & Morrisania Transportation Line.** Through rates from points on this line are published by the Canada Atlantic Transit Company.

(43) **Hoboken Manufacturers' Railroad.** Through rates from points on this line are published by the Erie Railroad, also by the Lehigh Valley Railroad.

(44) **Hoboken Shore Railroad.** Through rates from

points on this line are published by the West Shore Railroad.

(45) **Hartford & New York Transportation Company.** Through rates from points on this line are published by the Baltimore & Ohio Railroad.

(46) **Hudson Navigation Company.** Through rates from points on this line are issued by the Canada Atlantic Transit Company.

(47) **Huntington & Broad Top Mountain Railroad.** Through rates from points on this line are published by the Pennsylvania Railroad (Anchor Line).

(48) **Ironton Railroad.** Through rates from points on this line are published by the Central Railroad of New Jersey, by the Lehigh Valley Railroad, also by Philadelphia & Reading Railway.

(49) **Lackawanna & Wyoming Valley Railroad.** Through rates from points on this line are published by the Delaware, Lackawanna & Western Railroad, also by the Lehigh Valley Railroad.

(50) **Lehigh & Hudson River Railroad.** Through rates from points on this line are published by the Lehigh Valley Railroad, by the Delaware, Lackawanna & Western Railroad and the Erie Railroad.

(51) **Lehigh Valley Railroad.** Through rates from points on this line are published by the Lehigh Valley Railroad.

(52) **Lehigh Valley Railroad (National Docks division).** Through rates from points on this line are published by the Lehigh Valley Railroad, also the Delaware, Lackawanna & Western Railroad, the Pennsylvania Railroad (Anchor Line), also by the West Shore Railroad.

(53) **Lehigh Valley Railroad (Easton and Northern division).** Through rates from points on this line are pub-

lished by the Lehigh Valley Railroad, also Pennsylvania Railroad (Anchor Line).

(54) **Lehigh & New England Railroad.** Through rates from points on this line are published by the Central Railroad of New Jersey, by the Delaware, Lackawanna & Western Railroad, by the Erie Railroad, also by the Lehigh Valley Railroad and the Pennsylvania Railroad (Anchor Line).

(55) **Long Island Railroad.** Through rates from points on this line are published by the Central Railroad of New Jersey, by the Lehigh Valley Railroad, the New York Central & Hudson River Railroad, the Baltimore & Ohio Railroad, by the Delaware, Lackawanna & Western Railroad, Erie Railroad, and also by the Pennsylvania Company (Anchor Line), and by the West Shore Railroad.

(56) **Lehigh & Hudson River Railroad.** Through rates from points on this line are published by the Erie Railroad.

(57) **Lehigh & New England Railroad.** Through rates from points on this line are published by the Central Railroad of New Jersey, also by the Erie Railroad, also by the Philadelphia & Reading Railway Company.

(59) **Lackawanna & Wyoming Valley Railroad.** Through rates from points on this line are published by the Delaware, Lackawanna & Western Railroad.

(60) **Lehigh & Lackawanna Railroad.** Through rates from points on this line are published by the Central Railroad of New Jersey.

(61) **Lehigh & New England Railroad.** Through rates from points on this line are published by the Delaware, Lackawanna & Western Railroad.

(62) **Marine Merchants Terminal Company.** Through rates from points on this line are published by the Canada Atlantic Transit Company.

(63) **Maryland & Pennsylvania Railroad.** Through

rates from points on this line are published by the Pennsylvania Railroad (Anchor Line).

(64) **Maine Central Railroad.** Through rates from points on this line are published by the Canada Atlantic Transit Company, also by the New England Freight Association, and the Rutland Railroad in Rutland westbound tariff.

(65) **Maine Central Railroad.** Through rates from points on this line are published by the New England Freight Association.

(66) **Maine Coast Company.** Through rates from points on this line are published by the New England Freight Association.

(67) **Maryland & Pennsylvania Railroad.** Through rates from points on this line are published by the Baltimore & Ohio Railroad.

(68) **Maryland Electric Railroad.** Through rates from points on this line are published by the Baltimore & Ohio Railroad.

(69) **Maryland, Delaware & Virginia Railroad.** Through rates from points on this line are published by the Baltimore & Ohio Railroad, also by the Pennsylvania Railroad in their Anchor Line westbound tariff.

(70) **Manhattan Navigation Company.** Through rates from points on this line are published by the Canada Atlantic Transit Company.

(71) **Middlesex Transportation Company.** Through rates from points on this line are published by the Rutland Transit Company.

(72) **Montpelier & Wells River Railroad.** Through rates from points on this line are published by the New England Freight Association, and by the Canada Atlantic Transit Company.

(73) **Moshassuck Valley Railroad.** Through rates from

points on this line are published by the New England Freight Association.

(74) **Morristown & Erie Railroad.** Through rates from points on this line are published by the Delaware, Lackawanna & Western Railroad, also by the Erie Railroad.

(75) **Morgantown & Kingwood Railroad.** Through rates from points on this line are published by the Baltimore & Ohio Railroad.

(77) **New York, New Haven & Hartford Railroad.** Through rates from points on this line are published by the New England Freight Association.

(78) **New England Steamship Company.** Through rates from points on this line are published by the New England Freight Association.

(79) **New York, Ontario & Western Railroad.** Through rates from points on this line are published by the Lehigh Valley Railroad, also New York Central & Hudson River Railroad and West Shore Railroad.

(80) **New York & New Jersey Steamboat Company.** Through rates from points on this line are published by the Canada Atlantic Transit Company.

(81) **New York & Pennsylvania Railroad.** Through rates from points on this line are published by the Buffalo & Susquehanna Railroad, also by the Erie Railroad.

(82) **New York, Susquehanna & Western Railroad.** Through rates from points on this line are published by the Erie Railroad, also by the Lehigh Valley Railroad.

(83) **New York & Long Branch Railroad.** Through rates from points on this line are published by the Central Railroad of New Jersey.

(84) **New York & Hastings Steamship Company.** Through rates from points on this line are published by the Canada Atlantic Transit Company.

(85) **New Jersey & New York Railroad.** Through rates from points on this line are published by the Erie Railroad.

(86) **New York & Hudson Steamboat Company.** Through rates from points on this line are published by the Rutland Transit Company.

(87) **New York & New Jersey Steamboat Company.** Through rates from points on this line are published by the Rutland Transit Company.

(88) **New Park & Fawn Grove Railroad.** Through rates from points on this line are published by the Pennsylvania Railroad (Anchor Line).

(89) **New York & Long Branch Railroad.** Through rates from points on this line are published by the Pennsylvania Railroad (Anchor Line).

(90) **New York, Philadelphia & Norfolk Railroad.** Through rates from points on this line are published by the Pennsylvania Railroad (Anchor Line).

(91) **Newark & Marion Railroad.** Through rates from points on this line are published by the Pennsylvania Railroad (Anchor Line).

(92) **Newark Express & Transportation Company.** Through rates from points on this line are published by the Canada Atlantic Transit Company, also by the Rutland Transit Company.

(93) **Northampton & Bath Railroad.** Through rates from points on this line are published by the Delaware, Lackawanna & Western Railroad, Erie Railroad, Lehigh Valley Railroad and Philadelphia & Reading Railway.

(94) **New York Central & Hudson River Railroad.** Through rates from points on this line are published by the New York Central & Hudson River Railroad, Rutland Transit Company and West Shore Railroad.

(95) **Northern Central Railway Company.** Through

rates from points on this line are published by the Pennsylvania Railroad (Anchor Line).

(96) **Norwood & St. Lawrence Railroad.** Through rates from points on this line are published by the New York Central & Hudson River Railroad.

(97) **Port Chester Transportation Company.** Through rates from points on this line are published by the Canada Atlantic Transit Company.

(98) **Pemberton & Hightstown Railroad.** Through rates from points on this line are published by the Pennsylvania Railroad (Anchor Line).

(99) **Pittsburg, Shawmut & Northern Railroad.** Through rates from points on this line are published by the Buffalo & Susquehanna Railroad.

(100) **Philadelphia & Reading Railway.** Through rates from points on this line are published by the Philadelphia & Reading Railway Company.

(101) **Philadelphia, Baltimore & Washington Railroad.** Through rates from points on this line are published by the Pennsylvania Railroad (Anchor Line).

(102) **Pennsylvania Railroad.** Through rates from points on this line are published by the Pennsylvania Railroad (Anchor Line).

(103) **Raritan River Railroad.** Through rates from points on this line are published by the Central Railroad of New Jersey, and Pennsylvania Railroad (Anchor Line).

(104) **Rahway Valley Company.** Through rates from points on this line are published by the Central Railroad of New Jersey and the Lehigh Valley Railroad.

(105) **Reynoldsville & Falls Creek Railroad.** Through rates from points on this line are published by the Buffalo, Rochester & Pittsburgh Railway Company.

(106) **Rutland Railroad.** Through rates from points on this line are published by the Boston & Albany Railroad,

Boston & Maine Railroad, New England Freight Association and Rutland Transit Company.

(107) **South Brooklyn Railway.** Through rates from points on this line are published by the Baltimore & Ohio Railroad, Canada Atlantic Transit Company, Central Railroad of New Jersey, Delaware, Lackawanna & Western Railroad, Erie Railroad, Lehigh Valley Railroad, New York Central & Hudson River Railroad, Pennsylvania Railroad (Anchor Line), Rutland Transit Company, West Shore Railroad.

(108) **Salem Freight Company.** Through rates from points on this line are published by the Baltimore & Ohio Railroad.

(109) **Southern Railway.** Through rates from points on this line are published by the Baltimore & Ohio Railroad.

(110) **Somerset Railway.** Through rates from points on this line are published by the Canada Atlantic Transit Company.

(111) **Stewartstown Railroad.** Through rates from points on this line are published by the Pennsylvania Railroad (Anchor Line).

(112) **Staten Island Rapid Transit Railroad Company.** Through rates from points on this line are published by the Baltimore & Ohio Railroad, Central Railroad of New Jersey, Erie Railroad, Lehigh Valley Railroad, New York Central & Hudson River Railroad, Pennsylvania Railroad (Anchor Line) and West Shore Railroad.

(113) **St. Johnsbury & Lake Champlain Railroad.** Through rates from points on this line are published by the Canada Atlantic Transit Company, New England Freight Association and Rutland Transit Company.

(114) **Susquehanna & New York Railroad.** Through rates from points on this line are published by the Lehigh

Valley Railroad and New York Central & Hudson River Railroad.

(115) **South Manchester Railroad.** Through rates from points on this line are published by the New England Freight Association.

(116) **Stone Harbor Terminal Railroad.** Through rates from points on this line are published by the Philadelphia & Reading Railroad.

(117) **Susquehanna, Bloomsburg & Berwick Railroad.** Through rates from points on this line are published by the Pennsylvania Railroad (Anchor Line).

(118) **The Gettysburg & Harrisburg Railway.** Through rates from points on this line are published by the Philadelphia & Reading Railway Company.

(119) **The Rhode Island Company.** Through rates from points on this line are published by the New England Freight Association.

(120) **Tide Water Transportation Company.** Through rates from points on this line are published by the Canada Atlantic Transit Company.

(121) **Trenton Transportation Company.** Through rates from points on this line are published by the Baltimore & Ohio Railroad.

(122) **Tuckerton Railroad.** Through rates from points on this line are published by the Central Railroad of New Jersey and Pennsylvania Railroad (Anchor Line).

(123) **Unadilla Valley Railroad.** Through rates from points on this line are published by the Delaware, Lackawanna & Western Railroad.

(124) **Washington, Baltimore & Annapolis Electric Railroad.** Through rates from points on this line are published by the Baltimore & Ohio Railroad and Pennsylvania Railroad (Anchor Line).

(125) **Washington Southern Railroad.** Through rates

from points on this line are published by the Baltimore & Ohio Railroad, also by the Pennsylvania Railroad (Anchor Line).

(126) **Western Maryland Railway.** Through rates from points on this line are published by the Baltimore & Ohio Railroad, also by the Philadelphia & Reading Railway.

(127) **West Shore Railroad.** Through rates from points on this line are published by the West Shore Railroad.

(128) **West Jersey and Sea Shore Railroad Company.** Through rates from points on this line are published by the Pennsylvania Railroad (Anchor Line).

(129) **White River Railroad.** Through rates from points on this line are published by the Canada Atlantic Transit Company.

(130) **Wilkesbarre & Eastern Railroad.** Through rates from points on this line are published by the Erie Railroad. Lehigh Valley Railroad.

(131) **Williamsport & North Branch Railroad.** Through rates from points on this line are published by the Lehigh Valley Railroad and Philadelphia & Reading Railway.

(132) **Williams Valley Railroad.** Through rates from points on this line are published by the Philadelphia and Reading Railway Company.

(133) **Williams Line.** Through rates from points on this line are published by the Canada Atlantic Transit Company.

(134) **Wildwood & Delaware Bay Shore Line Railroad.** Through rates from points on this line are published by the Philadelphia & Reading Ry.

(135) **Wood River Branch Railroad.** Through rates from points on this line are published by New England Freight Association.

(136) **Wright & Cobb Lighterage Co.** Through rates from points on this line are published by Canada Atlantic

Transit Company, also by the Rutland Transit Company in tariffs published by the Rutland Railroad.

(4) **Canal and Lake. Canal, Lake and Rail.** The canal and lake and the canal, lake and rail rates are very much lower than either the differential rates, ocean and rail, lake and rail, or rail, lake and rail rates.

These rates may be taken advantage of, where fast time is not required on shipments.

Through rates, canal and lake, and canal, lake and rail, are published from New York and other points, such as Yonkers, Hastings on the Hudson, Haverstraw, Peekskill and Newburg, New York, to Central Freight Association points, including the pro-rating points in Iowa and Missouri, and proportional rates to the east bank Mississippi River crossings, applying on shipments destined to Trans-Mississippi River territory. (See pages 279 and 280.)

These tariffs, in addition to naming rates to Central Freight Association points, also contain rates to St. Paul, Duluth, Winona and the common points. These rates are published by the Diamond Dispatch, Erie Railroad (Canal & Lake Line), Western States Line, and Western Transit Company.

The tariffs of the Diamond Dispatch are issued by the general western agent located at Chicago, Ill.

The tariffs of the Erie canal and lake line are issued by the chief of tariff bureau of Erie Railroad located at Chicago, Ill.

The tariffs of the Western States Line are issued by the general freight agent of the Erie & Western Transportation Company, Philadelphia, Pa.

The tariffs of the Western Transit Company are issued by the assistant general freight agent of the New York

Central & Hudson River Lake Line, located at Buffalo, N. Y.

§ 4. Application of Commodity Rate Tariffs from Trunk Line and New England Freight Association Territories to the Central Freight Association Territories.

Below is a list of the products of commerce on which commodity rates are published from Trunk Line and New England territories. This list is taken from a commodity tariff of the New York Central & Hudson River Railroad, naming rates from points on that line and connections. It is subject to change and is presented merely to give an idea of the articles on which commodity rates are published. These rates on all rail traffic are published in the same manner as the class rates, only the commodity rates are published in separate tariffs from the class rates.

In addition to these commodities there are also exceptions to the classification which affect rates on various other commodities. Whenever a tariff refers to classification exceptions, the exceptions should be consulted in all cases. The following are the commodities named:

Agalite.

Agricultural Implements.

Alum.

Alumina, Sulphate of.

Ammoniac, Sal.

Ammunition (Fixed).

Ashes—

Tin.

Zinc.

Asphaltum.

Axles, Old Car.

Bagging—

Burlap.

Gunny.

Bags, Paper, L. C. L.

Bags—

Burlap, Gunny or Jute.

New Cotton.

Bananas.

Barley.

Bars—

Aluminum Notch.

Iron and Steel. (See Iron and Steel.)

Muck. (See Iron and Steel.)

Puddle. (See Iron and Steel.)

Sheet. (See Iron and Steel.)

Tin Plate. (See Iron and Steel.)

Bases, Clay Fence Post.

Beef Cuts, Dressed.

Billets. (See Iron and Steel.)

- Bleach.
- Blocks—
 - Asphalt Paving.
 - Granite Paving.
 - Gypsum.
 - Hub.
 - Iron Slag Paving.
 - Plaster.
 - Stone Paving.
 - Tank (Clay).
 - Vitrified Segment.
- Blooms. (See Iron and Steel.)
- Board, Plaster.
- Boards, Lined or Unlined, but not Coated, viz.—
 - Boxboard.
 - Tagboard.
 - Woodpulp Board.
- Boilers.
- Borings. (See Iron and Steel.)
- Brake Equipment, Air.
- Brake Equipment, Main Air Reservoirs.
- Brass, in Pigs or Ingots and Brass Residue.
- Brick—
 - Building.
 - Chimney.
 - Common.
 - Fire.
 - Flint.
 - Hollow.
 - Paving.
 - Pressed.
 - Salt Glazed (Not Enameled).
 - Vitrified.
- Brimstone, Crude.
- Cake, Salt.
- Calcium—
 - Carbonate of.
 - Chloride of.
 - Liquor, Chloride of.
- Cans, Tin.
- Carbon Slack. (See Ore, Magnesite.)
- Cartridges, Paper or Metallic.
- Castings—
 - Brass or Bronze.
 - Furnace.
 - Iron Heater.
 - Iron and Steel. (See Iron and Steel.)
- Cement.
- Chain Iron and Steel. (See Iron and Steel.)
- Charcoal.
- Cinder Iron Pyrites.
- Cinder Mill. (See Iron and Steel.)
- Clams. (See Oysters.)
- Clay.
- Coffee.
- Coke Petroleum.
- Collars, Clay Fence Posts.
- Concentrates, Iron Ore.
- Concentrates, Zinc.
- Conduits, Brick or Clay.
- Cooperage Stock.
- Copper Bars, Cakes, Ingots, Pigs, Scale or Slabs.
- Cordage, Lath Yarn and Twine.
- Crop Ends. (See Iron and Steel.)
- Crucibles (Clay), Broken, Old.
- Depilatory (Hair and Wool Remover.)
- Directories, Old. (See Rags.)
- Dirt, Black or Coal Earth.
- Dolomite (Burnt or Roasted).
- Drippings, Steel. (See Iron and Steel.)
- Dross—
 - Lead.
 - Spelter.
 - Tin.
 - Zinc.

Earth—

Coal or Black Dirt.

Fullers.

Excelsior.

Feldspar.

Ferro-Manganese.

Ferro-Phosphorus.

Ferro-Silicon (Pigs).

Fertilizer Material.

Fire-Proofing. (Made of Clay,
Plaster, Gypsum Rock or Ce-
ment.)

Flint.

Flour.

Formers (Cast Iron), Plate Iron
or Steel.Furnace, Salamander. (See Iron
and Steel.)

Glass, Window.

Granite.

Grapefruit.

Gravel.

Grease, Garbage.

Gum, Pontianac.

Gypsum, Ground or Crushed.

Hartsalz.

Hemp and Sisal.

Ingots—

Aluminum.

Iron and Steel.

Insulators, Scrap Porcelain.

Iron and Steel—

Axles, Old Car.

Bars.

Muck.

Puddle.

Sheet.

Tin Plate.

Billets.

Blooms.

Borings.

Castings.

Chain Iron and Steel.

Cinder Mill.

Crop Ends.

Drippings, Steel.

Furnace, Salamander.

Ingots.

Iron and Steel Articles, C. L.
and L. C. L.

Ladle Skulls.

Moulds—

Ingot.

Pig.

Ore, Iron.

Pig Iron.

Pumps, Iron.

Pyrites.

Radiators.

Rails, Old.

Rods, Bolt, Nail, Rivet and
Wire.

Scale.

Scrap Iron.

Scrap Steel.

Skelp.

Slabs.

Spillings, Steel.

Stampings.

Stools, Ingot Mould.

Turnings.

Wheels, Car, Old, Attached to
Axles.

Wheels, Car, Loose.

Wire.

Wire Hay Bands.

Wire Rods.

Iron Mass, Spent (Spent Oxide).

Kainit.

Kaolin.

Ladle Skulls. (See Iron and
Steel.)

- Lead, Pig and Antimonial in Pigs.
 Lemons.
 Licorice Mass.
 Licorice Root.
 Lime—
 Sulphate of.
 Limestone—
 Crude, Crushed or Ground.
 Lithopone.
 Logs, Mahogany.
 Lumber (Foreign Woods).
 Lye, Concentrated Spent.

 Magazines—
 Old. (See Rags.)
 Returned, L. C. L. and C. L.
 Magnesite.
 Malt.
 Marble, Rough.
 Marble Chips.
 Marble Dust.
 Marble Waste or Refuse.
 Marble Waste (Not Tile).
 Marl.
 Milk, Condensed.
 Mortar, Dry.
 Moulds—
 Ingot. (See Iron and Steel.)
 Fig. (See Iron and Steel.)

 Newspapers, Old. (See Rags.)
 Nitre Cake.

 Oil—
 Coal Tar.
 Cocoanut.
 Copra.
 Creosote.
 Fish.
 Palm.
 Palm Kernel.
 Petroleum and Products.
 Whale.
 Oranges.
- Ore—
 Chrome.
 Iron. (See Iron and Steel.)
 Manganese.
 Magnesite (or Carbon Slack).
 Zinc.
 Zinc (Low Grade).
 Oxide—
 Manganese.
 Zinc, Dry.
 Oysters and Clams in the Shell.
 Oysters—
 In the Shell.
 Fresh Shucked.

 Pamphlets, Old. (See Rags.)
 Paper—
 Newsprint.
 Printing.
 Roofing.
 Waste. (See Rags.)
 Wood Fibre.
 Wrapping.
 Wrapping, Waxed or Oiled.
 Pebbles, Flint.
 Pig Iron. (See Iron and Steel.)
 Pineapples, Green.
 Pitch and Roofing Pitch.
 Plaster—
 Calcined
 Sand.
 Stucco.
 Wall.
 Plaster of Paris.
 Plates, Battery Lead.
 Plumbago.
 Potash—
 Muriate of.
 Sulphate of.
 Pots—
 Annealing, Burnt.
 Broken Glasshouse.
 Pulp—
 Mineral.
 Wet Sulphite.

- Pumps. (See Iron and Steel.)
 Pyrites—
 Iron. (See Iron and Steel.)
 Zinc.
 Quartz (Silica Rock).
 Radiators. (See Iron and Steel.)
 Rags, in Bales.
 Rails, Old. (See Iron and Steel.)
 Rock—
 Garnet.
 Gypsum.
 Phosphate.
 Plaster.
 Rods, Bolt, Nail, Rivet and Wire.
 Roofing Composition.
 Rope. (See Cordage.)
 Rosin Size.
 Salt.
 Salt, Coarse.
 Salts—
 Double Manure.
 Epsom.
 Glauber.
 Manure.
 Rochelle.
 Sand—
 Common.
 Moulding.
 Scale. (See Iron and Steel.)
 Screenings—
 Crushed Stone.
 Wet Sulphite Pulp.
 Wet Wood Pulp.
 Shells—
 Oysters, Crushed.
 Pot.
 Sisal.
 Skelp. (See Iron and Steel.)
 Skimmings—
 Lead.
 Sal Ammoniac and Zinc.
- Slabs—
 Iron. (See Iron and Steel.)
 Tile.
 Slag—
 Crushed Blast Furnace.
 Ground or Pulverized.
 Soapstone.
 Soda Ash.
 Soda Crystals.
 Soda—
 Bi-carbonate of.
 Bi-chromate of.
 Bi-sulphite of.
 Caustic.
 Hyposulphite of.
 Phosphate of.
 Sal.
 Silicate of.
 Sulphate of.
 Sulphite of.
 Sodid Aluminic Sulphate.
 Sodium—
 Sulphide of.
 Tri-Phosphate of.
 Spelter.
 Spiegel-Eisen Or Spiegel Iron.
 Spillings. (See Iron and Steel.)
 Sponge Clippings.
 Stampings. (See Iron and Steel.)
 Starch.
 Stone—
 Building, Rough.
 Crushed.
 Curb.
 Curbing.
 Fire.
 Flagging.
 Ganister.
 Paving.
 Refuse.
 Rough Dressed.
 Scrap.
 Stools, Ingot Mold. (See Iron and Steel.)

Sugar.	Turnings. (See Iron and Steel.)
Sulphur, Crude.	Twine. (See Cordage.)
Sylvanit.	
Sugar, Raw.	Wheels, Car, Old.
Talc.	Whiting.
Tar and Candle Tar.	Wood Pulp, Wet.
Tar, Coal or Gas.	Wool, Compressed.
Tile, Building.	
Tin—	Yarn, Lath. (See Cordage.)
Pig.	Yarn Mop. (See Cordage.)
Scrap, in Bales.	
Scrap, Loose.	

§ 5. Application of Tariffs from Trunk Line and New England Territories also Virginia Cities, to Southeastern, Carolina and Mississippi Valley Points.

Through all rail rates also rail and ocean rates, are published from Trunk Line and New England Territories to Southeastern, Carolina and Mississippi Valley Territories. The rail and the Ocean rates and the all rail rates are not published in the same manner.

The all rail rates from New England and Trunk Line Territories to Southeastern, Carolina and Mississippi Valley Territories are published from three different groups of points of origin. One set of tariffs apply from points in New England Territory—another set of tariffs apply from points in the Trunk Line Territory, including Alexandria, Virginia, and points taking the same rates, and still another set of tariffs apply from the Virginia Cities.

We will not give you specific information as to how the all rail rates are published from each of these three distinct groups of origin; also the Rail and Water Rates to the Southeastern, Carolina and Mississippi Valley Territories.

(1) From New England Freight Association Territory to points in Southeastern, Carolina and Mississippi Valley Territories.

(2) From Trunk Line and Alexandria, Virginia to Southeastern, Carolina and Mississippi Valley Territories.

(3) From Virginia Cities to Southeastern, Carolina and Mississippi Valley Territories.

(4) From New England Trunk Line and Virginia Cities to Southeastern, Carolina and Mississippi Valley via Rail and Water.

(5) Application of specific commodity tariffs from New England and Trunk Line Territories to Southeastern, Carolina and Mississippi Valley Territories.

(1) From New England Freight Association Territory to Points in Southeastern, Carolina and Mississippi Valley Territories. Through all rail rates from points of origin in New England Territory are published by the Baltimore and Ohio R. R., the Pennsylvania R. R., the Philadelphia & Reading Ry., and the New England Freight Assn.

Baltimore and Ohio Railroad Company, in their Tariff known as the Boston Tariff, names rates from Boston, Massachusetts, Providence, Rhode Island, and interior eastern New England Points, publishes rates to the Southern, Southeastern and Southwestern Common and Local points from stations on the following lines:

Boston and Maine Railroad.

Delaware and Hudson Company.

Grafton and Upton Railroad.

Maine Central Railroad.

Moshassuck Valley Railroad.

New York, New Haven and Hartford Railroad.

Rhode Island Company.

Rutland Railroad.

St. Johnsbury and Lake Champlain Railroad.

Through all rail rates from New England Points are also published by the Pennsylvania Railroad Company to the Southeastern, Carolina and Mississippi Valley Terri-

tories. The title of the tariff is the Pennsylvania Railroad Boston Tariff, making rates from Boston, Massachusetts, Providence, Rhode Island, and interior Eastern points, to local and junction points in the South and Southwest.

This Tariff authorizes shipments to move via various Fast Freight Lines, i. e., (A) The Atlantic Coast Dispatch via Pinners Point, or Richmond, Virginia. (B) Eastern and Southern Dispatch via Potomac Yard, or Pinners Point, Virginia. (C) Eastern Carolina Dispatch (via Norfolk). (D) Great Southern Dispatch (via Hagerstown) or (E) Seaboard Dispatch, (via Portsmouth) or Richmond, Virginia.

This tariff applies from points on the following roads, originating business in New England Territory :

- Bangor and Aroostook Railroad.
- Boston and Albany Railroad.
- Central Vermont Railway.
- Clarendon and Pittsford Railroad.
- Delaware and Hudson Company.
- Grafton and Upton Railroad.
- Greenwich and Johnsville Railway.
- Maine Central Railroad.
- Montpelier & Wells River Railroad.
- Moshassuck Valley Railroad.
- New York, New Haven & Hartford Railroad.
- Norwood & St. Lawrence Railroad.
- Portland & Rumford Falls Railway.
- Rhode Island Company.
- Rutland Railroad.
- St. Johnsbury and Lake Champlain R. R.
- Somerset Railway.
- Washington County Railway.

Through rates from points in New England Territory are published by the Philadelphia and Reading Railway

Company and apply via the Southern States Dispatch and Hagerstown Junction, Maryland. The title of the Tariff is P. and R. Railway Boston Tariff, naming rates from Boston, Massachusetts, Providence, Rhode Island, and Interior Eastern Points to local and junction points in the South and Southwest.

This Tariff names rates from points of origin located on railroads originating traffic in New England Territory and in practically the same manner as the tariff published by the Baltimore & Ohio and Pennsylvania Railroads.

The New England Freight Association publish Class and Commodity Rates applying from points in New England Territory to points in Southeastern, Carolina, and Mississippi Valley Territory. Tariffs published by the New England Freight Association provide for rates that are not covered by the tariffs published by the Baltimore & Ohio Railroad, Philadelphia & Reading Railway, and Pennsylvania Railroad.

These tariffs are as follows: Class Rates from New England Freight Association Territory to Southeastern Carolina and Mississippi Valley Territories are published in Tariff No. 1 Series.

Commodity Rates from New England Freight Association Territory to Southeastern Carolina and Mississippi Valley Territory are published in Tariff No. 2 Series.

(2) From Trunk Line Territory and Alexandria, Virginia, to Southeastern, Carolina and Mississippi Valley Territories. Through all rail rates from points of origin in Trunk Line Territory, also Alexandria, Virginia, are published by the (a) Baltimore and Ohio Railroad, (b) the Pennsylvania Railroad and the (c) Philadelphia and Reading Railway. Through rates are also published to South-

eastern and Mississippi Valley Territories by C. W. Bullen, Agent, and the Virginia Lines Tariff Bureau.

We will now show in detail how these tariffs are published:

(A) The Baltimore and Ohio Railroad Company in their tariff known as the Eastern Cities all rail tariff, publish rates on Classes and Commodities from New York, N. Y., Philadelphia, Penn., Baltimore, Md., and points taking the same rates to Southern, Southeastern and Southwestern common and local points.

This tariff authorizes shipments to move via various fast freight lines, i. e., (A) Piedmont Despatch via Baltimore and Ohio Railroad, Long Bridge, D. C., Washington Southern Railway, and Potomac Yard, Va., or Strasburg Junction, Va., and Southern Railway. (B) Baltimore and Ohio A. C. L. Despatch Line, via Baltimore and Ohio Railroad, Long Bridge, D. C., Potomac Yard, Va., Washington Southern Railway, Richmond, Fredericksburg and Potomac Railroad, Richmond Va., and Atlantic Coast Line Railroad. (C) Air Line Despatch via Baltimore and Ohio Railroad, Long Bridge, D. C., Potomac Yard, Va., Washington Southern Railway, Richmond, Fredericksburg and Potomac Railroad, Richmond, Va., and Seaboard Air Line Railway. (D) Shenandoah Despatch via Baltimore & Ohio Railroad, Shenandoah Junction, W. Va., and Norfolk & Western Ry. (E) Norfolk Southern Despatch via Baltimore & Ohio Railroad, Long Bridge, D. C., Potomac Yard, Va., Washington Southern Railway, Richmond, Fredericksburg and Potomac Railroad, Richmond, Va., Chesapeake & Ohio Railway, Port Norfolk, Va., and Norfolk Southern Railroad.

This tariff names rates, both class and commodity, from points of origin on the following railroads:

Atlantic City Railroad.
Baltimore and Ohio Railroad.
Baltimore and Sparrows Point Railroad.
Buffalo and Susquehanna Railway.
Buffalo and Susquehanna Railroad Corporation.
Buffalo, Rochester and Pittsburg Railway.
Bush Terminal Railroad.
Central Railroad Co. of New Jersey.
Clarendon & Pittsford Railroad.
Cooperstown & Charlotte Valley Railroad.
Cumberland and Pennsylvania Railroad.
Dansville and Mount Morris Railroad.
Delaware and Hudson Co.
Delaware, Lackawanna and Western Railroad.
Erie Railroad Co.
George's Creek and Cumberland Railroad.
Gettysburg and Harrisburg Railway.
Ironton Railroad Co.
Lackawanna & Wyoming Valley Railroad.
Lehigh and Hudson River Railroad.
Lehigh and New England Railroad.
Lehigh Valley Railroad.
Lima-Honeoye Light and Railroad Co.
Long Island Railroad Co.
Maryland and Pennsylvania Railroad.
Maryland Electric Railways.
Morgantown and Kingwood Railroad Co.
New Jersey and New York Railroad.
New York and Long Branch Railroad.
New York Central and Hudson River Railroad.
New York, New Haven and Hartford Railroad.
New York, Ontario and Western Railway.
New York, Susquehanna and Western Railroad.
Norwood & St. Lawrence Railroad.
Philadelphia and Reading Railway.

Potato Creek Railroad.
Raritan River Railroad.
Reynoldsville and Falls Creek Railroad.
Rutland Railroad Co.
South Brooklyn Railway.
Staten Island Rapid Transit Railway Co.
Stone Harbor Terminal Railroad.
Susequehanna & New York Railroad.
Trenton Transportation Company.
Washington, Baltimore and Annapolis Electric Railway Co.
Western Maryland Railway Co.
West Shore Railroad (N. Y. C. & H. R. Lessee).
Wildwood and Delaware Bay Shore Line Railroad.
Williamsport and North Branch Railroad.

(B) Through all rail rates on both classes and commodities are published by the Pennsylvania Railroad Company in their Eastern Cities Tariff, applying from New York, Baltimore, Philadelphia, Washington, D. C., Alexandria, Virginia, and Interior Eastern points to local and junction points in the South and Southwest.

This tariff also authorizes shipments to move via various fast freight lines, i. e.,

(A) Atlantic Coast Despatch (via Pinners Point or Richmond, Va., and Atlantic Coast Line R. R., and Connections).

(B) Eastern and Southern Despatch (via Potomac Yard or Pinners Point, Va. (except as noted), and Southern Railway and Connections).

(C) Great Southern Despatch (via Hagerstown, Md., and Norfolk and Western Railway and Connections).

(D) Seaboard Despatch (via Portsmouth or Richmond, Va., and Seaboard Air Line Railway and Connections).

(E) Virginia, Tennessee and Georgia Air Line (via Cape Charles and Norfolk, Va., and Norfolk and Western Railway and Connections).

Rates are published in this tariff from points of origin on the following lines:

Albany Southern Railroad.

Atlantic City Railroad.

Baltimore and Sparrows Point Railroad.

Bath and Hammondsport Railroad.

Boston and Maine Railroad.

Brooklyn Rapid Transit Railway.

Buffalo and Susquehanna Railroad.

Buffalo and Susequehanna Railway.

Buffalo, Attica and Arcade Railroad.

Buffalo, Rochester and Pittsburg Railway.

Bush Terminal Railroad.

Central New England Railway.

Central Railroad of New Jersey.

Cooperstown & Charlotte Valley Railroad.

Clarendon & Pittsford Railroad.

Cornwall Railroad.

Cornwall and Lebanon Railroad.

Coudersport and Port Allegany Railroad.

Cumberland and Pennsylvania Railroad.

Cumberland Valley Railroad.

Danville and Mount Morris Railroad.

Delaware and Hudson Company.

Delaware, Lackawanna and Western Railroad.

Erie Railroad.

Fonda, Johnstown and Gloversville Railroad.

Gettysburg and Harrisburg Railroad.

Hoboken Manufacturers Railroad.

Huntingdon and Broad Top Mountain Railroad.

Ironton Railroad.

Kane & Elk Railroad.
Kishacoquillas Valley Railroad.
Lake Erie, Franklin and Clarion Railroad.
Lehigh and Hudson River Railway.
Lehigh and New England Railroad.
Lehigh Valley Railroad.
Long Island Railroad.
Maryland and Pennsylvania Railroad.
Middletown & Unionville Railroad.
Morristown and Erie Railroad.
Mount Jewett, Kinzua & Riterville Railroad.
National Docks Railway.
New Jersey and Pennsylvania Railroad.
Newark and Marion Railway.
New Jersey and New York Railroad.
New York and Long Branch Railroad.
New York and Pennsylvania Railway.
New York Central and Hudson River Railroad.
New York, New Haven and Hartford Railroad.
New York, Ontario and Western Railway.
New York, Philadelphia and Norfolk Railroad.
New York, Susquehanna and Western Railroad.
Norwood & St. Lawrence Railroad.
Pennsylvania Railroad.
Philadelphia and Reading Railway.
Pittsburgh, Shawmut & Northern Railroad.
Pittsburg, Shawmut and Northern Railroad.
Potato Creek Railroad.
Raritan River Railroad.
Reynoldsville and Falls Creek Railroad.
Richmond, Fredericksburg and Potomac Railroad.
Rosslyn Connecting Railway.
Rutland Railroad.
Sheffield & Tionesta Railway.

South Brooklyn Railway.

Southern Railway.

Staten Island Rapid Transit Railway.

Stewartstown Railroad.

Susquehanna, Bloomsburg and Berwick Railroad.

Susquehanna & New York Railroad.

Tionesta Valley Railway.

Tuckerton Railroad.

Unadilla Valley Railroad.

Washington, Potomac and Chesapeake Railroad.

Washington Southern Railway.

Washington, Baltimore and Annapolis Railroad.

West Shore Railroad.

Wilkes Barre and Eastern Railroad.

(C) Through rates, applying all rail on both classes and commodities, are published by the Philadelphia and Reading Railway Company in their "Eastern Cities Tariff," naming rates from New York, N. Y., Philadelphia, Pa., Baltimore, Md., via the Southern States Despatch and Hagerstown Junction, Maryland, to local and Junction Points in the South and Southwest.

Rates are published in this tariff from points of origin on the following lines:

Atlantic City Railroad.

Bachman Valley Railroad.

Baltimore and Sparrows Point Railroad.

Bath and Hammondsport Railroad.

Boston and Maine Railroad.

Buffalo and Susquehanna Railroad.

Buffalo, Attica and Arcada Railroad.

Buffalo, Rochester and Pittsburg Railway.

Bush Terminal Railroad.

Central New England Railway.

Central Railroad of New Jersey.

Central Railroad of Pennsylvania.
Clarendon and Pittsford Railroad.
Cooperstown and Charlotte Valley Railroad.
Cornwall Railroad.
Coudersport and Port Allegany Railroad.
Dansville and Mount Morris Railroad.
Delaware and Hudson Company.
Delaware, Lackawanna and Western Railroad.
Eastern and Northern Railroad.
Emmitsburg Railway.
Erie Railroad.
Fonda, Johnstown and Gloversville Railroad.
Genessee and Wyoming Railroad.
Gettysburg and Harrisburg Railway.
Hagerstown and Frederick Railway.
Hoboken Shore Road.
Ironton Railroad.
Lackawanna and Wyoming Valley Railroad.
Lehigh and Hudson River Railway.
Lehigh and New England Railroad.
Lehigh Valley Railroad.
Long Island Railroad.
Middletown and Unionville Railroad.
Morristown and Erie Railroad.
Mount Jewett, Kinzua and Riterville Railroad.
National Docks Railroad.
New Jersey and New York Railroad.
New York and Long Branch Railroad.
New York and Pennsylvania Railway.
New York Central and Hudson River Railroad.
New York, New Haven and Hartford Railroad.
New York, Ontario and Western Railway.
New York, Susquehanna and Western Railroad.
Norwood and Saint Lawrence Railroad.
Philadelphia and Reading Railway.
Pittsburg, Shawmut and Northern Railroad.
Potato Creek Railroad.
Rahway Valley Company.
Raritan River Railroad.
Reynoldsville and Falls Creek Railroad.
Rutland Railroad.

South Brooklyn Railway.
Staten Island Rapid Transit Railway.
Stone Harbor Terminal Railroad.
Susquehanna and New York Railroad.
Susquehanna, Bloomsburg and Berwick Railroad.
Western Maryland Railway.
West Shore Railroad.
Wildwood and Delaware Bay Short Line Railroad.
Wilkes Barre and Eastern Railroad.
Williamsport and North Branch Railroad.
Williams Valley Railroad.

Through rates applying on classes and commodities are published by C. W. Bullen, Agent, to Southeastern and Mississippi Valley Points.

These tariffs name rates from New York, Philadelphia, Baltimore, Albany and Syracuse Rate Points and other points in Trunk Line Territory to local and junction points in Southeastern Mississippi Valley Territory. Tariff No. 1 Series contains Class Rates, Tariff No. 2 Series, Commodity Rates, and Class and Commodity Rates are also published in Southeastern Mississippi Valley Tariff No. 2, which contains rates not provided for in Tariff No. 1 and 2 Series. The rates in the Tariffs referred to above apply via the Ohio River Crossings.

The Virginia Lines Tariff Bureau publishes Class Rates from New York, N. Y., Philadelphia, Pa., Baltimore, Md., Washington, D. C., Alexandria, Va., and other interior eastern points to Carolina, Southeastern and Mississippi Valley Territories in their all-rail Eastern Cities Class Tariff, Commodity Rates in their Eastern Cities Commodity Tariff, also Class and Commodity Rates from Virginia Cities to the same points of destination in their Virginia Cities Class and Commodity Tariff.

(3) **Application of Tariffs from Virginia Cities to Southeastern, Carolina and Mississippi Valley Points.** Through all rail rates are published from the Virginia Cities on both

classes and commodities to Southeastern, Carolina and Mississippi Valley Points.

(1) By the Atlantic Coast Line, in their Virginia Cities to Southern Points Tariff.

(2) By the Norfolk and Western Railway, in their Virginia Cities to Southern Points Tariff.

(3) By the Seaboard Air Line in Seaboard Air Line Virginia Cities Tariff.

(4) By the Southern Railway Company in their Virginia Cities to Southern Points Tariff.

Through Class and Commodity Rates, all-rail and ocean-and-rail, are published from the Virginia Cities by the Virginia Lines Tariff Bureau in their (a) Virginia Cities Tariff and (b) Eastern Cities Water-and-Rail Tariff.

Through ocean and rail rates applying on classes and commodities are published from the Virginia Cities in J. J. Cottrell's Eastern Cities Water and Rail Tariff.

(4) Application of Water and Rail Tariffs from New England Trunk Line Territories and Virginia Cities to Southeastern, Carolina and Mississippi Valley Territory. Through rates water and rail applying on classes and commodities are published from Boston, Mass., Providence, R. I., New York, N. Y., Philadelphia, Pa., Baltimore, Md., Washington, D. C., Alexandria, Va., and interior points to Southeastern Carolina and Mississippi Valley by J. J. Cottrell in his Eastern Cities Tariff, naming rates from Trunk Line and New England Territories to local and junction points in the South and Southwest.

This tariff names rates from points of origin on the following lines:

Atlantic City Railroad.

Baltimore and Ohio Railroad.

Baltimore and Sparrows Point Railroad.

Bangor and Aroostook Railroad.

Bath and Hammondsport Railroad.

Big Level and Kinzua Railroad.

Boston and Albany Railroad.

Boston and Maine Railroad.

Buffalo, Attica and Arcade Railroad.

Buffalo, Rochester and Pittsburg Railroad.

Buffalo and Susquehanna Railway.
Central New England Railroad.
Central Railroad of New Jersey.
Central Railroad Co., of Pennsylvania.
Central Vermont Railway.
Cornwall and Lebanon Railroad.
Coudersport and Port Allegany Railroad.
Cumberland and Pennsylvania Railroad.
Cumberland Valley Railroad.
Delaware and Hudson Company.
Delaware, Lackawanna and Western Railroad.
Erie Railroad.
Fonda, Johnstown and Gloversville Railroad.
Greenwich and Johnsonville Railway Company.
Grand Trunk Railway.
Gettysburg and Harrisburg Railroad.
Grafton and Upton Railroad.
Hoosac Tunnel and Wilmington Railroad.
Ironton Railroad.
Kane and Elk Railroad.
Kishacoquillas Valley Railroad.
Lake Erie, Franklin and Clarion Railroad.
Lackawanna and Wyoming Valley Railroad.
Lehigh and Hudson River Railway.
Lehigh and Lackawanna Railroad.
Lehigh and New England Railroad.
Lehigh Valley Railroad.
Little Falls and Dolgeville Railroad.
Long Island Railroad.
Maine Central Railroad.
Maryland and Pennsylvania Railroad.
Maryland, Delaware and Virginia Railway.
Maryland Electric Railways.
Morristown and Erie Railroad.

Montpelier and Wells River Railroad.
Mt. Jewett, Kinzua and Riterville Railroad.
Newark and Marion Railway.
New England Steamship Company.
New Jersey and New York Railroad.
New Park and Fawn Grove Railroad.
New Jersey and Pennsylvania Railroad.
New York Central and Hudson River Railroad.
New York and Long Branch Railroad.
New York, New Haven and Hartford Railroad.
New York, Ontario and Western Railway.
New York and Pennsylvania Railway.
New York, Philadelphia and Norfolk Railroad.
New York, Susquehanna and Western Railroad.
Northern Central Railroad.
Pemberton and Hightstown Railroad.
Pennsylvania Railroad.
Philadelphia and Reading Railway.
Philadelphia, Baltimore and Washington Railway.
Philadelphia, Newton and New York Railroad.
Pittsburg, Shawmut and Northern Railroad.
Pittsburg, Summerville and Clarion Railway.
Portland and Rumford Falls, Railway.
Rahway Valley Railroad.
Raritan River Railroad.
Reynoldsville and Falls Creek Railroad.
Rutland Railroad.
Skaneateles Railroad.
Somerset Railway.
Staten Island Rapid Transit Railway.
Stewartstown Railroad.
Susquehanna, Bloomsburg and Berwick Railroad.
Susquehanna River and Western Railroad.
Tuckerton Railroad.

Unadilla Valley Railway.

Union Freight Railway.

Washington, Baltimore and Annapolis Electric Railway.

Washington, Potomac and Chesapeake Railway.

West Jersey and Seashore Railroad.

West Shore Railroad.

Wilkesbarre and Eastern Railroad.

Williams Valley Railroad.

(5) Application of Specific Commodity Tariffs from New England and Trunk Line Territories to Southeastern, Carolina and Mississippi Valley Territories.

In addition to the rates in Tariffs previously referred to, specific commodity Tariffs are also published by the Baltimore and Ohio Railroad, Pennsylvania Railroad Company and the Philadelphia and Reading Railway Company.

The Baltimore and Ohio Railroad Company publish a Tariff naming rates on Flour in sacks on barrels, Grain, Meal, Bran, Shorts, Mill Stuff and Ship Stuff in carload and less than carload quantities, and Hay, Straw, Shucks, and Fodder in carload quantities.

The Tariff referred to above contains rates on the Commodities named from stations on the Baltimore and Ohio Railroad, Chesapeake Western Railway, Valley Railroad of Virginia, and Western Maryland Railway to points in Florida, Georgia, North Carolina, South Carolina and Virginia.

The Baltimore and Ohio Railroad Company also publish a Tariff naming rates on Rails (new), Iron or Steel, Steel Cross Ties and Railway Track material from Eastern Mills to Southern points.

The Pennsylvania Railroad Company publish rates on Flour in sacks or barrels, Grain, Meal, Bran, Shorts, Mill Stuff and Ship Stuff in carloads and less than carload quan-

tities, and Hay, Straw, Shucks and Fodder in carload quantities.

The rates published in this Tariff apply from stations on the Cumberland Valley Railroad to points in Florida, Georgia, South Carolina, Virginia and North Carolina.

The Pennsylvania Railroad Company also publish rates on Slate and Slate products from interior Eastern points to Southern points.

The Philadelphia and Reading Railway Company publish rates on Flour in sacks or barrels, Grain, Meal, Bran, Shorts, Mill Stuff and Ship Stuff in carloads and less than carload quantities; also rates on Hay, Straw, Shucks and Fodder, in carload quantities, from stations on the Emmitsburg Railroad, Philadelphia and Reading Railway and Western Maryland Railway to points in Virginia, North Carolina, South Carolina, Georgia and Florida.

The Philadelphia and Reading Railway Company also publish rates on Slate and Slate products from interior Eastern points to Southern points.

In using the Tariffs referred to in this section you will find that there are a great many points in Florida that are not provided for. The rates to these points are made on the Jacksonville Combination, by adding to the Jacksonville rate the rates published in Southeastern Freight Association's Florida Basis Book.

There are also other points in Southeastern, Carolina and Mississippi Valley Territories to which no through rates are published. Rates to these points are made by adding the local rates from the nearest junction, which you can easily determine by referring to the Railway Official Guide.

§ 6. Application of Tariffs from Trunk Line and New England Territory to Mississippi Valley Territory.

The Canadian Pacific Dispatch publishes through rates from points on the Boston and Gloucester Steamship Company, Boston and Maine Railroad, Montpelier and Wells River Railroad and St. Johnsbury and Lake Champlain Railway to points in Kentucky, Mississippi, Louisiana and Tennessee located on the Illinois Central Railroad (Southern Lines) and points on the Yazoo and Mississippi Valley Railroad.

The Morgan Line publishes rates from Trunk Line and New England Territory to New Orleans, in Tariff No. 15 Series, also in Tariff No. 101 Series.

Through rates are also published by the Morgan Line to Baton Rouge, Helena, Arkansas, and other Mississippi Valley points in Tariff No. 121 Series. Through rates are also published by the Morgan Line to points in Louisiana in Tariff No. 1 Series.

The rates to other Mississippi Valley points are published in the same Tariffs referred to under Section 5 of this Chapter.

§ 7. Application of Tariffs from Trunk Line and New England Territories to St. Paul, Duluth, Winona and the Common Points; Upper Peninsula of Michigan; also Proportional Rates to Missouri River and Duluth; also to Minnesota Points to Which No Through Rates Apply.

Through all-rail rates to these points are published in similar manner to that shown under section 2 of this Chapter. The only difference is that the tariffs name both class and commodity rates. That is, the tariff includes both the class rates and the commodity rates. These tariffs also apply to the Missouri River Crossings as pro-

portional rates on shipments destined to points in Montana, Oregon, Washington and Idaho as specified in tariffs, also to Duluth on shipments destined to points in the Canadian Northwest.

The Lake and Rail, Ocean and Rail, and Canal and Lake Tariffs shown under section 3 of this Chapter as applying to Central Freight Association points, also name rates to St. Paul, Duluth, Winona and Common Points. The differential rates are published similarly to the differential rates to Central Freight Association points.

To points in Minnesota to which through rates are not published, as for example, to points on the Duluth and Iron Range Railroad, combination rates are made on Duluth, the tariff applying beyond that point, is published by the Duluth and Iron Range Railroad. To points on the Duluth and North Eastern Railroad, a combination rate is made on Cloquet. The rates beyond that point are published by the Duluth and North Eastern Railroad. To points on the Duluth, Missabe and Northern Railroad the combination is made on Duluth. The Duluth, Missabe and Northern Railroad publishes the rates beyond Duluth. To points on the Canadian Northern and Duluth, Winnipeg and Pacific Railroad, the rates beyond Duluth are published by the Canadian Northern Railway.

Rates to points on other lines are made in like manner, a combination being made on junction points most favorable, and rates beyond the junction are published by the individual carrier.

§ 8. Application of Tariffs from Trunk Line and New England Territories to Trans-Mississippi River Territory.

There are no through all-rail rates in effect from Trunk Line and New England Territories, to points in the Trans-

Mississippi River Territory, except as specifically provided for in other sections of this chapter. The rates to points in Trans-Mississippi River Territory are made on the East Bank of the Mississippi River Crossings, Cairo or Memphis Combination. We will first show you how the rates are published up to these points, then how the rates are published from these points to points in the Trans-Mississippi River Territory.

(1) From Trunk Line and New England Territories to: A—Mississippi River Crossings, B—Memphis, and C—Cairo.

A—To Mississippi River Crossings.

The all-rail class rates are published in the same manner as shown under section 2 of this Chapter. The differential ocean and rail, rail, lake and rail rates are published in the same manner as shown under section 3 of this Chapter. The commodity rates are published in the same manner as shown under section 4 of this Chapter.

B—To Memphis.

The rates to Memphis are published in the manner indicated in sections 5 and 6 of this Chapter.

C—To Cairo.

The rates to Cairo are published in the same Tariffs as naming rates to the Mississippi River Crossings.

(2) From Mississippi River Crossings, Memphis and Cairo to points in the Trans-Mississippi River Territory.

The rates from these rate-breaking points to points in Trans-Mississippi River Territory are published differently to: A—Arkansas, B—Colorado, C—Idaho, D—Iowa, E—Kansas, F—Louisiana, G—Mexico, H—Minnesota, I—Missouri, J—Montana, K—Nebraska, L—New Mexico, M—Oklahoma, N—Oregon, O—South Dakota, P—Texas, Q—Utah, and R—Wyoming.

We will now proceed to show you how the rates are

published from the Mississippi River Crossings, also Memphis and Cairo, when this combination can be used, to the points in the above eighteen states in Trans-Mississippi River Territory.

A—Arkansas.

In making rates from New England and Trunk Line Territories to points in Arkansas, where rates are not published, combination rates can be computed on Memphis, Cairo or the East Bank Mississippi River Crossings. The combination making the lowest rate is the legal rate to apply when shipments are properly routed.

From the Mississippi River Crossings, Cairo or Memphis to Ashdown, Hope, McNeil, Stamps and Texarkana, Arkansas, and points taking the same rates, also to points on the Memphis, Dallas and Gulf Railroad and Prescott and Northwestern Railroad the rates applying on classes and commodities are published in Southwestern Lines Tariff No. 58 Series.

To Little Rock, Hot Springs, Pine Bluff, Fort Smith and other Arkansas points, the rates on class and commodities, applying beyond the Mississippi River, Cairo or Memphis, are published in Southwestern Lines Tariff No. 45 Series.

This Tariff also names rates to points on the following lines: Arkansas Central Railroad, Arkansas, Louisiana and Gulf Railway, Ashley, Drew and Northern Railway, Augusta Tramway and Transit Company, Bauxite and Northern Railway, Butler County Railroad, Cache Valley Railroad, Central Railway of Arkansas, Chicago, Rock Island and Pacific Railway, Crittenden Railroad, Dardennelle and Russellville Railroad, Doniphan, Kensett and Searcy Railroad, El Dorado and Wesson Railway, Fort Smith and Western Railway, Fort Smith, Poteau and Western Railway, Fort Smith, Subiaco and Eastern Rail-

road, Gould Southwestern Railway, Jonesboro, Lake City and Eastern Railway, Kansas City and Memphis Railway, Kansas City Southern Railway, McCrory and Beeville Southern Railway, Memphis, Dallas and Gulf Railway, Midland Valley Railroad, Missouri and North Arkansas Railroad, Pine Bluff and Northern Railway, Pine Bluff Arkansas River Railway, Pine Bluff, Sherdian and Southern Railway, Poteau Valley Railroad, Prescott and Northwestern Railroad, St. Louis and San Francisco Railroad, St. Louis, Iron Mountain and Southern Railway, St. Louis, Kennett and Southeastern Railroad, St. Louis Southwestern Railway, Thornton and Alexandria Railway, Warren and Ouachita Valley Railway, Warren and Johnsville and Saline River Railroad and West Point Railroad.

The application of rates in connection with the tariffs mentioned above must be read very carefully, as the rates only apply as specifically provided for in the Tariff. This Tariff is very complicated and requires considerable study to read it correctly, as it contains many rules, foot notes and characters which effect the published rates. It is also subject to Southwestern Lines Exceptions to Classification No. 2 Series, which must be consulted in order to determine the legal rate.

B—Colorado.

To the Colorado common points proportional rates from the Mississippi River Crossings, also rates from Memphis, are published in Trans-Missouri Tariff No. 11 Series. The Trans-Missouri Freight Bureau, in their Tariff No. 2 Series, also publish rates on Lumber and articles taking Lumber rates applying from the Mississippi River to the Colorado common points.

To points in Colorado east of the Colorado common points the rates beyond the Mississippi River are published in Western Trunk Lines Tariff No. 18 Series, and

from Memphis in Western Trunk Line Tariff No. 33 Series.

Specific commodity rates to points in Colorado, east of the common points, are also published by the Western Trunk Line Committee, as follows:

1a—Coal and Coke in Carloads, in Western Trunk Line Tariff No. 53 Series.

2a—Furniture in Carloads, in Western Trunk Line Tariff No. 22 Series.

3a—Lumber and Forest Products, in Western Trunk Line Tariff No. 54 Series.

4a—Salt in Carloads, in Western Trunk Line Tariff No. 74 Series.

To points in Colorado, between the Colorado common points and Utah common points, intermediate to Salt Lake City, rates from the Mississippi River and Memphis, are published in Trans-Missouri Tariff No. 20 Series.

To points in Colorado west of the common points and not intermediate to Salt Lake City, rates are made on the Denver, Pueblo, Trinidad or Colorado Springs Combination. The local rates from these points are published by the individual carriers. For example:

On a shipment destined to Silverton, Colorado, you would use from the East Bank of the Mississippi River to Pueblo, the rates as published in Trans-Missouri Tariff No. 11 Series, and from Pueblo to Silverton, you would use the Denver and Rio Grande Local Tariff, naming rates from Pueblo to Silverton.

Where commodity rates are not shown in the tariffs referred to, the rates are published by the individual carrier.

C—Idaho.

A portion of the state of Idaho is covered by through rates published in Trans-Continental Tariff No. 4 Series.

Proportional rates from the Mississippi River Crossings

to stations in Idaho on the Oregon Short Line are published by the Union Pacific Railway Company in Oregon Short Line Series No. 2403.

To points on the Pacific and Idaho Northern Railway Company there are no through rates from the Mississippi River Crossings. A combination rate is made on Weiser, Idaho, by adding to the proportional rates from the Mississippi River, as published by the Union Pacific. The rates from Weiser, Idaho, to destination are published by the Pacific and Idaho Northern Railway Company.

D—Iowa.

Proportional rates from the Mississippi River to points in the state of Iowa are published in the following manner:

1a—To points on the Atchison, Topeka and Santa Fe Railway by the Atchison, Topeka and Santa Fe Railway.

2a—To points on the Chicago Great Western Railroad and its connections the rates are published by the Chicago Great Western Railroad in their Tariff Series No. 20. This tariff also names rates to points on the Colfax Northern Railroad, Crooked Creek Railroad, Fort Dodge, Des Moines and Southern Railroad, Interurban Railroad, Manchester and Oneida Railway, Mason City and Clear Lake Railway, and Waterloo, Cedar Falls and Northern Railway.

3a—To points on the Chicago, Burlington and Quincy Railroad the rates beyond the Mississippi River are published in Chicago, Burlington and Quincy Tariff Series No. 5500. This tariff also names proportional rates from the Mississippi River to points on the Iowa and St. Louis Railway, Atlantic Southern Railroad, Fort Dodge, Des Moines and Southern Railroad, and the Interurban Railroad.

4a—To points on the Chicago, Rock Island and Pacific Railway proportional rates are published in Chicago, Rock

Island and Pacific Tariff Series No. 28540. This tariff also names rates to points on the St. Paul and Kansas City Short Line Railroad, Atlantic Northern and Southern Railway, Interurban Railroad, Waterloo, Cedar Falls and Northern Railroad, Fort Dodge, Des Moines and Southern Railway, Charles City Western Railroad, Mason City and Clear Lake Railway.

5a—To points on the Chicago and Northwestern Railway the rates are published in Chicago and Northwestern Railway Tariff Series 11600. This tariff also names rates to points on the Fort Dodge, Des Moines and Southern Railway, Mason City and Clear Lake Railway, Chicago, St. Paul and Minneapolis and Omaha Railway, Chicago, Anamosa and Northern Railway, Cedar Rapids and Iowa City Railway, Interurban Railway.

6a—To points on the Chicago, Milwaukee and St. Paul Railway proportional rates are published from the river in Chicago, Milwaukee and St. Paul Railway Tariff Series No. 10000. This tariff also names rates to points on the Cedar Rapids and Iowa City Railway, Chicago, Anamosa and Northern Railway, Fort Dodge, Des Moines and Southern Railroad, Interurban Railway, Manchester and Oneida Railway, Quincy, Omaha and Kansas City Railroad, St. Paul and Des Moines Railroad.

7a—To points on the Illinois Central Railroad proportional rates are published in Illinois Central Railroad Tariff Series No. 5333.

8a—To points on the Minneapolis and St. Louis Railroad the rates are published in Minneapolis and St. Louis Railroad Tariff Series No. 303. This tariff also applies to points on the Chicago and Northwestern Railway, Chicago, Milwaukee and St. Paul Railway, Crooked Creek Railroad, Fort Dodge, Des Moines and Southern Rail-

road, Interurban Railway, Mason City and Clear Lake Railroad, and Southern Iowa Traction Company.

9a—To points on the Wabash Railroad proportional rates are published by the Wabash Railroad.

10a—To Missouri River points proportional rates are published in Western Trunk Line Tariff Series No. 1.

Proportional rates on commodities are also published in Western Trunk Line Tariff Series No. 50, with the exception of the commodities as noted on the title page of the tariff. Other commodity rates are published in the individual issues of the various lines, and in a similar manner to the class rates.

E—Kansas.

To the Missouri River Crossings proportional rates are published from the East Bank of the Mississippi River in Western Trunk Line Tariff No. 1 Series. Specific commodity rates are published on:

1a—Coal and Coke in Carloads, in Western Trunk Line Tariff No. 53 Series.

2a—Lumber and Forest Products, in Western Trunk Line Tariff No. 54 Series.

3a—Salt in Carloads, in Western Trunk Line Tariff No. 74 Series.

Rates on other commodities are published by the individual carriers.

To points in Kansas west of the Missouri River proportional rates are published from the Mississippi River Crossings, in Western Trunk Line Tariff No. 18 Series, and from Memphis, Tennessee, in Western Trunk Line Tariff No. 33 Series.

Specific commodity rates are also published on:

1a—Coal and Coke, in Western Trunk Line Tariff No. 53 Series.

2a—Furniture, in Western Trunk Line Tariff No. 22 Series.

3a—Lumber and Forest Products, in Western Trunk Line Tariff No. 54 Series.

4a—Salt, in Western Trunk Line Tariff No. 74 Series.

Class and commodity rates to points on the Chicago, Burlington and Quincy are published in Chicago, Burlington and Quincy Tariff No. 5000 Series. Rates on other commodities not covered by tariffs referred to are published by the individual carriers.

F—Louisiana.

Rates to points in Louisiana, west of the Mississippi River, can be made on the Mississippi River Combination, although Louisiana is not generally shown to be in Trans-Mississippi River Territory.

Class and Commodity Rates from the East Bank Mississippi River Crossings to Louisiana Points are published by the Southwestern Lines in Tariff No. 58 Series. This tariff names rates to Alden Bridge, Antrim, Arkana, Benton, Bolinger, Brownlee, Foster, Hughes, Lela, Plain Dealing, Vanceville, Willow Chute, Bossier, Boyce, Monroe, Shreveport, Lake Charles, Westlake and other Louisiana Points.

Southwestern Lines Tariff No. 58 Series practically names Class and Commodity Rates to all points in Louisiana west of the Mississippi River. A complete and full list of the points in Louisiana to which this tariff applies will be found in the tariff itself.

G—Mexico.

There are no through rates from the East Bank of the Mississippi River to Mexican common points. A combination rate is made on the Rio Grande River Crossings.

Class and commodity rates are published to the Rio Grande Crossings in Southwestern Lines Tariff No. 95

Series, and proportional commodity rates in Southwestern Lines Tariff No. 88 Series.

To these rates must be added the rates of the Mexican Lines, applying beyond the Rio Grande Crossings.

H—Minnesota.

Proportional rates from the Mississippi River to points in Minnesota, in Trans-Mississippi River Territory, are published in the following manner:

1a—To points on the Chicago and Northwestern Railway, use beyond the Mississippi, Chicago and Northwestern Tariff Series 11600.

2a—To points on the Chicago, Rock Island and Pacific Railway, use Chicago, Rock Island and Pacific Tariff Series No. 28540.

3a—To points on the Great Northern Railway the proportional rates from the Mississippi River are published by the Great Northern Railway.

4a—To points on the Illinois Central Railroad, use beyond the Mississippi River, the Illinois Central Railroad Tariff Series 5333.

Miscellaneous commodity rates applying from the East Bank of the Mississippi River to points in Minnesota, in Trans-Mississippi River Territory, are published in Western Trunk Line Tariff No. 50 Series. Other commodity rates are published by the individual carriers, and in similar manner to the class rates.

I—Missouri.

Proportional rates from the East Bank of the Mississippi River, also from Cairo, Gale and Thebes, Illinois, where referred to in this section, are published to points in Missouri.

On this particular traffic it sometimes happens that the Cairo, Gale, Thebes Combination will make a lower rate than the use of the Combination on the East Bank of the

Mississippi River. The tariffs of the Eastern Lines, naming rates to Central Freight Association Territory, contain rates to Cairo, Gale and Thebes, and this Combination should be used where it will produce a lower rate.

To the Missouri River Crossings class and commodity rates are published in Western Trunk Line Tariff No. 1 Series.

Specific commodity rates to the Missouri River Crossings are published by the Western Trunk Lines as follows:

1a—Coal and Coke, Carloads, in Western Trunk Line Tariff No. 53 Series.

2a—Lumber and Forest Products, in Western Trunk Line Tariff No. 54 Series.

3a—Salt, in Western Trunk Line Tariff No. 74 Series.

To Southwest City, Missouri, and stations in Missouri on the Butler County Railroad, rates are published in Southwestern Lines Tariff No. 45 Series.

To points in the southwest portion of Missouri, west of the Missouri River, rates are published in the Western Trunk Line Tariff No. 18 Series.

Specific rates are also published on the following commodities:

1a—Coal and Coke, in Western Trunk Line Tariff No. 53 Series.

2a—Furniture, Carloads, in Western Trunk Line Tariff No. 22 Series.

3a—Salt, in Western Trunk Line Tariff No. 74 Series.

4a—Lumber and Forest Products, in Western Trunk Line Tariff No. 54 Series.

To the southwest portion of the state of Missouri rates can also be made on Cairo or Memphis Combination. Class and commodity rates from these points are published in Western Trunk Line Tariff No. 33 Series.

To points in Missouri on the St. Louis and San Fran-

cisco Railroad, St. Louis and Southwestern Railway, and St. Louis, Iron Mountain and Southern Railway, classes and commodity rates are published applying from Cairo, Gale, Thebes, East St. Louis, in Southwestern Lines Tariff No. 68 Series.

Proportional rates are also published applying from the East Bank of the Mississippi River in the following manner to points:

1a—On the Atchison, Topeka and Santa Fe Railway, by the Atchison, Topeka and Santa Fe Railway.

2a—On the Chicago and Great Western Railroad, in C. G. W. Tariff No. 20.

3a—On the Chicago and Alton Railroad, in C. & A. Tariff No. 512.

4a—On the Chicago, Burlington and Quincy Railroad, in C., B. & Q. Tariff No. 5500. This tariff also names proportional rates applying to points on the Iowa and St. Louis Railway, and the Quincy, Omaha and Kansas City Railroad.

5a—On the Chicago, Rock Island and Pacific Railroad, by the C., R. I. & P. Railway in Tariff Series No. 28540. This tariff also names rates to points on the Quincy, Omaha and Kansas City Railroad, and the St. Joseph and Grand Island Railway.

6a—On the Chicago, Milwaukee and St. Paul Railroad, in C., M. & St. P. Tariff No. 10000.

7a—On the Missouri, Kansas and Texas Railway, to Holden, Windsor and East, the rates are published in M., K. & T. Tariff No. 3220 Series, but to points on the Missouri Pacific Railway, east of Pleasant Hill, Missouri, the rates are published in Missouri Pacific Railway Tariff Series 1001.

8a—On the St. Louis and Hannibal, proportional rates are published by the St. Louis and Hannibal Railway.

9a—To points on the St. Louis, Iron Mountain and Southern Railway, proportional rates from East St. Louis, Cairo, Gale and Thebes, Illinois, are published in the Missouri Pacific Tariff Series No. 1978. This tariff also names rates to points on the Butler County Railroad, Cape Girardeau Northern Railway, Mississippi River and Bonne Terre Railway, Missouri Southern Railroad, Saint Francois County Railway, Williamsville, Greenville and St. Louis Railway.

10a—To points on the St. Louis and San Francisco Railroad, from the Mississippi River Crossings, also from Cairo and Thebes, proportional rates are published in St. Louis and San Francisco Tariff Series No. 1298. This tariff also names rates to points on the Deering Southwestern Railway, Illinois Southern Railway, Mississippi Valley Railway, Paragould and Memphis Railroad, St. Francois County Railway Company, Salem, Winona and Southern Railway.

11a—To points on the Wabash Railroad proportional rates from the Mississippi River Crossings are published by the Wabash Railroad. Except where noted in tariffs above referred to they cover class rates only. Proportional commodity rates are published in Western Trunk Line Tariff Series No. 50, with the exception of the commodities as noted on the title page of the tariff. Rates on other commodities are published by the individual carriers and in a similar manner to the class rates.

J—Montana.

To points on the Chicago, Milwaukee and St. Paul Railway, proportional rates beyond the river are published in Chicago, Milwaukee and St. Paul Tariff Series No. 6184.

To points on the Chicago, Burlington and Quincy Railway proportional rates from the Mississippi River are pub-

lished in Chicago, Burlington and Quincy Tariff Series No. 5000.

To points on the Oregon Short Line Railroad the rates are published by the Union Pacific Railroad, the Oregon Short Line serial number on the Tariff is 2403.

The Western Trunk Line Committee in Tariff Series No. 74 publish rates on salt in carloads from the East Bank of the Mississippi River Crossings, to points in Montana on the Chicago, Burlington and Quincy Railroad.

K—Nebraska.

The proportional rates from the Mississippi River Crossings and Memphis to Nebraska points, are published in the following manner:

1a—To the Missouri River Crossings, proportional classes and commodity rates, are published in Western Trunk Line Tariff No. 1 Series.

Specific commodity rates are published on Coal and Coke in Western Trunk Line Tariff No. 53 Series. Lumber and Forest Products in Western Trunk Line Tariff No. 54 Series. Proportional rates not shown in the tariffs referred to, are published by the individual carriers, operating from the Mississippi River Crossings or Memphis.

2a—To points West of the Missouri River Crossings, class and commodity rates are published from the Mississippi River Crossings in Western Trunk Line Tariff No. 18 Series. From Memphis to Nebraska points West of the Missouri River in Western Trunk Line Tariff No. 33 Series.

Class and commodity rates to points on the Chicago and Northwestern Railway are published in Chicago and Northwestern Railway Tariff No. 11,000 Series; to points on the Chicago, Burlington and Quincy Railroad, in Chicago, Burlington and Quincy Tariff No. 5000 Series.

Specific commodity rates are published on:

1a—Coal and Coke, in Western Trunk Line Tariff No. 53 Series.

2a—Furniture, in Western Trunk Line Tariff No. 22 Series.

3a—Lumber and Forest Products, in Western Trunk Line Tariff No. 54 Series.

4a—Salt, in Western Trunk Line Tariff No. 74 Series.

Where commodity rates are published and are not provided for in the Tariffs referred to, they are published by the individual carriers operating from the Mississippi River Crossings to Nebraska points.

L—New Mexico.

Through rates to a portion of the State of New Mexico are published in Trans-Continental Tariff No. 1 Series. The rates to other points in New Mexico are made on the East Bank of the Mississippi River Combination and rates from the Mississippi River to New Mexico points are published in the following manner:

1a—To points on the St. Louis Rocky Mountain and Pacific Railway, in Trans-Missouri Tariff No. 102 Series.

2a—To points on the Atchison and Topeka and Santa Fe Railway, except Texico to Red Bluff inclusive, the rates are published in Atchison, Topeka and Santa Fe Tariff No. 5896 Series; Texico to Red Bluff inclusive, in Atchison, Topeka and Santa Fe Tariff No. 6334 Series.

3a—To points on the El Paso Southwestern System, in Chicago, Rock Island and Pacific Tariff No. 21,966 Series.

4a—To points on the Chicago, Rock Island and Pacific Railway, in Chicago, Rock Island and Pacific Tariff No. 21,966 Series.

5a—To points on the New Mexico Central, in Atchison, Topeka and Santa Fe Tariff No. 7396 Series, and Chicago, Rock Island and Pacific in Series No. 21,966.

6a—To Tyrone, New Mexico, the rates are published in El Paso Southwestern System Tariff No. 1440 Series.

7a—To Santa Fe, New Mexico, the rates are published in Denver and Rio Grande Railroads, Tariff Series No. 95.

8a—To other New Mexico points located on the Denver and Rio Grande Railroad the basis for rates beyond the Mississippi River is given in Denver and Rio Grande Tariff Series No. 5057.

M—Oklahoma.

Proportional rates from the Mississippi River, also from Memphis to Oklahoma Points, are published in the following manner:

1a—In Southwestern Lines Tariff No. 45 to:

Ballard,	Lincoln Spur,
Baptist,	Lyons,
Barron Fork,	Maney Junction,
Blanck,	Marble City,
Braden,	Marble Quarry Spur,
Brushy,	Monroe,
Bunch,	Neff,
Cameron,	Ozark,
Cavanal,	Panama,
Chert Ballast Pit,	Peavine Lumber Com-
Coal Creek,	pany Spur,
Dodge,	Poteau,
Eureka—Coal Com-	Potter,
pany's Spur,	Redland,
Fascine,	Reynolds,
Foreman's Spur,	Scullyville,
Gans,	Shady Point,
Grove,	Spiro,
Hines—Gobel Sand	Stillwell,
Company's Spur,	Sutter,
Howe,	Watts,

Williams,

Windsor,

Wister,

Witteville.

2a—In Southwestern Lines Tariff No. 58 Series to:

Fogel's Spur,

Heavenor,

Hodgens,

Page,

Thomsville.

The rates to all other Oklahoma points are published in Southwestern Lines Tariff No. 15 Series.

Specific Commodity rates are published from the Mississippi River Crossing to Oklahoma points on:

1a—Furniture, in Western Trunk Line Tariff No. 22 Series.

2a—Lumber and Forest Products, in Western Trunk Line Tariff No. 54 Series.

3a—Salt, to points on the Kansas City Southern Railway, in Western Trunk Line Tariff No. 74 Series.

4a—Coal and Coke, to Oklahoma points, in Western Trunk Line Tariff No. 53 Series.

Rates on other commodities to Oklahoma points are published by the individual carrier.

N—Oregon.

Through rates from Mississippi River, to points in Oregon, shown in Trans-Mississippi River territory, are published by the Union Pacific Railroad, the points being located on the Oregon Short Line. The Oregon Shore Line Tariff Series No. is 2403.

O—South Dakota.

Proportional rates from the Mississippi River Crossings to points in South Dakota, in Trans-Mississippi River Territory, are published in the following manner:

1a—To Sioux Falls and Level Siding, in Western Trunk Line Tariff No. 1 Series.

2a—To points on the Chicago, Burlington and Quincy

Railroad, in Chicago, Burlington and Quincy Tariff No. 5000.

3a—To points on the Chicago, Rock Island and Pacific Railway, in Chicago, Rock Island and Pacific Railway Tariff No. 28540 Series.

4a—To points on the Chicago, Milwaukee and St. Paul Railway, in Chicago, Milwaukee and St. Paul Tariff No. 6184 Series.

5a—To points on the Great Northern Railway, the rates are published by the Great Northern Railway.

6a—To points on the Chicago and Northwestern Railway East of the Missouri River, in Chicago and Northwestern Tariff No. 11600 Series; to points West of the Missouri River in Chicago and Northwestern Tariff No. 11000 Series.

7a—To points on the South Dakota Central Railroad, the rates are published in Western Trunk Line Tariff No. 84 Series.

Specific commodity rates are published by the Western Trunk Line on:

1a—Salt Carloads, in Western Trunk Line Tariff No. 74 Series.

2a—Lumber, in Western Trunk Line Tariff No. 54 Series.

The rates not covered by the tariffs referred to, are published by the individual carrier.

P—Texas.

Proportional rates from the Mississippi River Crossings, also Memphis, are published to Texas points as follows:

Through Class and Commodity Rates to Texas Common Points and points taking arbitraries over Texas Common Points are published in Southwestern Lines Tariff No. 1 Series, and Class and Commodity Rates to the Rio Grande Crossings are published in Tariff No. 95 Series.

2a—To Houston and Galveston and points taking the same rates, in Southwestern Lines Tariff No. 2 Series.

3a—To Palmo, Rossman and Smithland, the rates are published in Southwestern Lines Tariff No. 58 Series.

4a—To Texarkana, Bloomburg, Cass, Cass Lumber Company Spur, Creosote Spur, Davis and Allen Spur, Draper, Gulatt Brothers Spur, Index, and Whatley-Texas, the rates are published in Southwestern Lines Tariff No. 58 Series.

Proportional rates, on specific commodities, are published by the Southwestern Tariff Committee on:

1a—Coal and Coke, in Tariff No. 36 Series.

2a—Cement and Articles Taking Same Rates, in Tariff No. 90 Series.

3a—Grain and Grain Products and Articles Taking Same Rates, in Tariff No. 32 Series.

Q—Utah.

To the Utah common points, the rates beyond the Mississippi River are published in Trans-Missouri Tariff No. 20 Series.

Specific commodity rates are published on Lumber and Forest Products in Trans-Missouri Tariff No. 3 Series.

In making shipments to the Utah common points, Trans-Missouri Tariff No. 20 and Trans-Continental Tariffs 1-14 and 4, must be consulted for the application of maximum rates.

R—Wyoming.

Proportional rates from the Mississippi River to Wyoming points are published in the following manner:

1a—To points on the Chicago, Burlington and Quincy Railroad, in Chicago, Burlington and Quincy Tariff No. 5000 Series.

2a—To points on the Chicago and Northwestern Rail-

way and connections in Chicago and Northwestern in Tariff Series No. 11,000.

3a—To points on the Oregon Short Line the rates are published by the Union Pacific Railroad. The Oregon Short Line Number on the Tariff is 2403 Series.

4a—To points on the Colorado and Southern Railway, Colorado and Wyoming Railway, the rates are published by the Union Pacific Railway.

5a—To points on the Union Pacific Railroad, the rates are published by the Union Pacific Railroad.

The Western Trunk Line Committee publish rates on specific commodities as follows:

1a—On Coal and Coke, to points in Wyoming, on the Colorado and Southern Railway and Union Pacific Railroads, in Tariff Series No. 53.

2a—Lumber and Forest Products, to points on the Union Pacific and Wyoming and Northwestern Railway, also to points in Wyoming on the Chicago and Northwestern Railway, in Tariff No. 54 Series.

3a—Salt in Carloads, to points on the Union Pacific Railroad and Wyoming and Missouri River Railroad, and Wyoming and Northwestern Railway, in Tariff Series No. 74.

Other commodity rates to points in Wyoming are published by the individual carrier except as provided for in Trans-Continental Tariff.

§ 9. Application of Tariffs from Trunk Line and New England Territory to Trans-Missouri Freight Bureau Territory.

The Trans-Missouri Freight Bureau Territory is included in the Trans-Mississippi River Territory, and the all-rail rates are published as shown in Section 8 of this Chapter. There are through ocean and rail rates pub-

lished to Trans-Missouri River Territory as follows: (1) Colorado, (2) Nebraska, (3) Kansas, (4) Utah, and (5) Wyoming. We will now show each of these applications:

(1) **Colorado.** Through commodity rates and combination class rates are published applying ocean and rail via the Atlantic and Gulf Ports by Agent Sedgman and the Morgan Line.

(2) **Nebraska.** Combination class and through commodity rates are published to the Missouri River Points and points in Nebraska by Agent Sedgman in Tariff No. 3 Series via ocean and rail.

(3) **Kansas.** Combination class and through commodity rates to the Missouri River and points in Kansas via ocean and rail are published by Agent Sedgman in Tariff No. 3 Series.

(4) **Utah.** To the Utah Common Points and points basing thereon, combination class rates and through commodity rates applying ocean and rail are published by the Morgan Line in Tariff No. 109 Series, also by Agent Sedgman.

(5) **Wyoming.** Combination class and through commodity rates ocean and rail, are published to points in Wyoming, from Trunk Line and New England Territory by the Morgan Line in Tariff No. 109 Series, and also by Agent Sedgman.

§ 10. Application of Tariffs from Trunk Line and New England Territories to North and South Dakota.

To North Dakota, from Trunk Line and New England Territories, there are no through rates. A combination rate is made on St. Paul or Minnesota Transfer, by using the tariffs as shown in this Chapter under Section 7, and beyond Minnesota Transfer, the individual issues of the lines operating out of Minnesota Transfer. For example, if you had a shipment originating at a point on the New

York Central & Hudson River Railroad, in Trunk Line Territory, and destined to a point on the Northern Pacific Railroad in North Dakota, you would use the New York Central tariff naming class and commodity rates to Minnesota Transfer, and beyond Minnesota Transfer, the rates as published in Northern Pacific Railroad Tariff No. 413 Series.

If the shipment were destined to a point on the Great Northern Railway beyond Minnesota Transfer, you would use the Great Northern Publication, naming rates from Minnesota Transfer to points on the Great Northern Railway in North Dakota. If the shipment were destined to a point on the Minneapolis, St. Paul and Sault Ste. Marie Railway, you would use beyond Minnesota Transfer, the Minneapolis, St. Paul and Sault Ste. Marie Tariff. There are, however, some points in North Dakota to which rates can be made on the Chicago combination. These points are principally junction points in North Dakota, such as Fargo. For example, if you had a shipment originating at a point in New England Territory located on the Boston and Maine Railroad, you would use a New England Freight Association Tariff up to Chicago, and beyond Chicago you would use the Great Northern Railway Tariff, naming rates from Chicago to Fargo. Either the St. Paul, Minnesota Transfer or Chicago Combination, whichever basis makes the lower rate, is the legal rate and can be used.

We will now consider how rates are made to South Dakota. A portion of the state of South Dakota, is in Trans-Mississippi River Territory, and rates to these points, are made on the Mississippi River Combination, as outlined in this Chapter under Section 8. The rates to points not in Trans-Mississippi River Territory can be made on the Chicago combination, to Chicago, the tariffs

are published as indicated under Sections 2 and 3 of this Chapter, and beyond Chicago the rates are published in the individual issues of the lines, operating from Chicago to South Dakota Points.

To points on the Chicago, Burlington & Quincy Railroad, Chicago, St. Paul & Ohio Railway, Chicago, Milwaukee & St. Paul Railway, and Great Northern Railway, the combination can also be made on Peoria, by using the individual issues of the lines, originating the business in Trunk Line New England Territories, and published in the manner as indicated in Sections 2 and 3 of this Chapter, it being understood that the Chicago rates, apply to Peoria as proportional rates, when so designated in the tariffs of the originating lines.

Rates beyond Chicago or Peoria are published in the following manner:

(1) To points on the Chicago & Northwestern Railway Company (east of the Missouri River) use Chicago & Northwestern Tariff, Series No. 11,600;

To points on the Chicago & Northwestern Railway (west of the Missouri River), use Chicago & Northwestern Tariff, No. 11,000 Series;

(2) To points on the Chicago, Milwaukee & St. Paul Railway use the Chicago, Milwaukee & St. Paul Railway Tariff, Series No. 10,000;

(3) To points on the Chicago, Rock Island & Pacific Railway, use Chicago, Rock Island & Pacific Railway Tariff, Series No. 23,000;

(4) To points on the Minneapolis & St. Louis Railway, class rates are published by the Minneapolis & St. Louis Railway in their tariff, No. 503 Series;

(5) To points on the Minneapolis, St. Paul & Sault Ste. Marie Railway rates are published by the Minneapolis, St. Paul & Sault Ste. Marie Railway;

(6) To points on the Great Northern Railway, through rates are published by the Great Northern Railway: When commodity rates are published and are not provided for, in the tariffs referred to, they are published by the individual carriers and in a similar manner to the class rates.

§ 11. Application of Tariffs from Trunk Line and New England Territories to Montana Common Points.

There are no through rates to the Montana Common Points from Trunk Line and New England Territories, except the maximum class and commodity rates published in Trans-Continental Tariffs, No. 4 and 14 Series.

Combination rates are made on (1) Chicago, (2) St. Paul and Minnesota Transfer, (3) the Missouri River Crossings. We will now take up each of these combinations:

(1) The Chicago combination is made by using the tariffs referred to in Sections 2, 3 and 4 of this Chapter up to Chicago and the rates from Chicago as published in Trans-Continental Tariff No. 14 Series. Combination can also be made on Peoria by the use of the same tariffs as apply to and from Chicago.

(2) A combination on St. Paul or Minnesota Transfer is made by using the tariffs as referred to under Section 7 of this Chapter to St. Paul or Minnesota Transfer and beyond St. Paul or Minnesota Transfer, the rates as published in Trans-Continental Tariff No. 14 Series.

(3) The Missouri River Combination. The tariffs referred to in Section 7 of this Chapter name proportional rates to the Missouri River on shipments destined to points in Idaho, Montana, Oregon, and Washington. These are to be added to the rates as published in Trans-Continental Tariff No. 14 Series. The combination making the lowest

charge is the legal rate to apply. However, if the maximum rates published in Trans-Continental Tariff No. 4 and 14 Series make a lower rate than the combination rates referred to above, such lower basis is the legal rate.

Trans-Continental Tariff No. 14 Series, names rates from Chicago, Peoria, St. Paul, Minnesota Transfer and the Missouri River Crossings to points in Montana, including Common Points, located on the lines of the Chicago, Milwaukee & St. Paul Railway, Great Northern Railway, Northern Pacific Railway, also Billings, and Fromberg, Montana, on the Chicago, Burlington & Quincy Railroad.

§ 12. Application of Tariffs from Trunk Line and New England Territories to Spokane Rate Group.

Through rates, both class and commodity, are published from Trunk Line and New England Territories, to Spokane and points located in Spokane Territory, in Trans-Continental Tariff, No. 4 Series. This tariff also names rates to points in Idaho, Montana, Utah and Wyoming.

§ 13. Application of Tariffs from Trunk Line and New England Territories to North Pacific Coast Terminals and Intermediate Coast Territory.

Through class and commodity rates to North Pacific Coast Terminals and intermediate territory, from Trunk Line and New England Territories, are published in Trans-Continental Tariff No. 4 Series. This tariff also names rates, to points in Oregon and Washington, on the lines of the Southern Pacific Railway and Oregon Electric Railway Company, and to points taking arbitraries over the North Pacific Coast Terminal Points. It also provides for Lake and Rail rates, which apply during the period of Lake navigation.

The intermediate points in the States of Oregon, Wash-

ington, Idaho, Montana, Utah and Wyoming are located on the following lines:

Camas Prairie Railroad, Chicago, Milwaukee & St. Paul Railway, Denver & Rio Grande Railroad, Gallatin Valley Railway Company, Great Northern Railway, Northern Pacific Railway, North Yakima & Valley Railroad, Oregon Short Line, Oregon Trunk Railway, Oregon Washington Railroad and Navigation Company, Union Pacific Railroad, etc.

In making shipments to points covered by Trans-Continental Tariff 4 Series, the tariff should be read very carefully, as it contains its own rules and regulations, which set aside the rules of the Western Classification and numerous commodity rates both carload and less than carload. Examine the commodity index and consult every item referred to under the commodity heading. Read carefully the general application of the tariff, and exceptions thereto, routing instructions, notes, etc.

§ 14. Application of Tariffs from Trunk Line and New England Territories to Louisiana Common Points.

There are no through all rail rates, from Trunk Line and New England Territories, to Louisiana common points. The through ocean and rail rates are published by the Southwestern Lines' Tariff Committee in Tariff No. 64 Series, also by the Morgan Line, in Tariff No. 1 Series.

All rail rates can be made on the: (1) Buffalo, (2) Cincinnati, (3) Louisville, (4) Evansville, (5) Cairo, (6) Memphis, and (7) East Bank of Mississippi River Crossings combination. The combination, making the lowest rate, is the legal rate to apply, providing the shipments are properly routed. We will now explain each of these combinations:

(1) **Buffalo Combination.**

In using this combination the tariff of the originating line is used to Buffalo and the rates from Buffalo to Louisiana points are published in Southwestern Lines' Tariff No. 58 Series.

(2) **Cincinnati, (3) Louisville, (4) Evansville and (5) Cairo Combinations.**

In making these combinations, you should use the tariffs referred to, under Sections 2, 3 and 4 of this Chapter to the points named. The rates applying beyond Cincinnati, Louisville, Evansville and Cairo, are published in Southwestern Lines' Tariff No. 58 Series.

(6) **Memphis Combination.**

The tariff applying from Trunk Line and New England Territories to Memphis, are published as shown in Sections 5 and 6 of this Chapter, and the rates from Memphis to Louisiana points, are published in Southwestern Lines' Tariff No. 58 Series.

(7) **East Bank Mississippi River Crossing Combinations.**

Section No. 8 of this Chapter covers the method of making rates from Trunk Line and New England Territories to Louisiana points. The rates beyond are published in Southwestern Lines Tariff No. 58 Series. In using this tariff read the application very carefully, as it names rates to practically all points in Louisiana, west of the Mississippi River, and contains rules and exceptions to the application of rates which are very important and sets aside the rules of the Western Classification and Exceptions, when in conflict with the rules contained in the tariff. It is also governed by the Southwestern Lines Exceptions to Classification No. 1 Series, which must be used in determining the legal rates. Exceptions to classification, take precedence over the Classification, but will not apply, when in conflict with specific rules or rates, published in tariffs.

§ 15. Application of Tariff from Trunk Line and New England Territories to Arkansas Points.

Through all rail rates from Hagerstown, Md., and points taking the same rates, are published to Arkansas points, in Southwestern Lines' Tariff No. 5 Series. Through ocean and rail rates are published, applying via the Atlantic or Gulf ports, in Southwestern Lines' Tariff No. 5 Series. Through ocean and rail rates are published by the Morgan Line in Tariff No. 1 Series. Through ocean and rail rates are also published, in J. J. Cottrell's Tariff, naming rates from Seaboard Territory to Arkansas points. Through all rail rates, except from Hagerstown, Md., can be made on the Buffalo, Cincinnati, Louisville, Evansville, Cairo, Memphis, or the East Bank of the Mississippi River combinations.

The rates to the basing points named are published in the same manner as shown under Section 14 of this Chapter.

Beyond the basing points named, the rates are published in the following manner:

(1) To Arkansas Common points, and points taking the same rates, in Southwestern Lines' Tariff Series 45;

(2) To Texarkana and points taking the same rates, also to points on the Memphis, Dallas and Gulf Railroad and Prescott and Northwestern Railroad, in Arkansas, the rates beyond the basing points named, are published in Southwestern Lines Tariff Series 49.

§ 16. Application of Tariffs from Trunk Line and New England Territories to Oklahoma Points.

Through water and rail rates to Oklahoma are published in the following manner:

(1) Southwestern Tariff Series No. 5 names rates to

Cameron, Cavanal, Maney Junction, Monroe, Poteau, Williams, and Wister, Oklahoma.

(2) The Morgan Line in Tariff Series No. 1 publish rates to Heavener Page, Hodgens, Perry, Houston, Thomasville, and Fogels Spur.

Through ocean and rail rates from Trunk Line New England Territories and Virginia cities to Oklahoma points are published in Southwestern Lines Tariff No. 9 Series. Where through rates are not provided for in these tariffs, combination rates can be made on the Mississippi River or Memphis, Tenn.

The rates to the Mississippi River are published in the manner indicated under Sections 2 and 3 of this Chapter. The rates to Memphis are published in the manner indicated under Sections 5 and 6 of this Chapter.

The rates beyond Memphis or the Mississippi River are published in the manner indicated under the heading of Oklahoma Section 8 of this Chapter.

§ 17. Application of Tariffs from Trunk Line and New England Territories to Texas Common Points and Points Taking Rates Higher Than Texas Common Points, Including Houston and Galveston Rate Points and Rio Grande River Crossings.

There are no through all rail rates to Texas points from Trunk Line and New England Territories, except from Hagerstown, Maryland, and points taking the same rates published in Southwestern Lines Tariff 64 Series. This tariff also names through ocean and rail rates from Trunk Line and New England to Texarkana and rate points.

Through ocean and rail rates are published in Morgan Line Tariff Series 107. The Morgan Line also publishes rates from New York to Galveston, Texas, in Tariff Series 16.

The Mallory Steamship Company publish through ocean rail rates in their Tariff Series 25 and through rates from New York to Galveston in Tariff Series 125.

Through commodity rates from Washington, D. C., and Virginia Cities, are published in Southwestern Lines Tariff No. 2 Series, to Houston, Galveston, and rate points. Through all rail rates, can be made on the Buffalo, Pittsburgh, Cincinnati, Louisville, Evansville, Cairo, Memphis, New Orleans, or East Bank of Mississippi River combination and the lowest combination legally published, can be applied on shipments when properly routed.

The tariffs naming rates to the basing points, are published, in the manner indicated under Sections 2, 3, 4 and 6 of this Chapter.

Beyond the basing points named (except New Orleans) rates are published:

(1) To Texas Common points and points taking arbitraries higher in Southwestern Lines Tariff Series No. 1.

(2) To Houston and Galveston and points taking the same rates, in Southwestern Tariff, Series No. 2.

(3) To Palmo, Rossman, and Smithland, Texas, in Southwestern Lines Tariff 58 Series.

(4) To Texarkana and points taking the same rates, use Southwestern Lines Tariff Series No. 58.

(5) Beyond New Orleans rates are published in Southwestern Lines Tariffs No. 8 and 95 Series.

(6) Class and Commodity Rates to the Rio Grande Crossings and points taking arbitraries over, are published by the Southwestern lines in Tariff No. 95 Series.

§ 18. Application of Tariffs from Trunk Line and New England Territories to Mexican Common Points.

There are no through all rail rates to Mexican points. Through ocean and rail rates to Empalme, Guaymas and

Mazatlan, Mexico, are published by the Morgan Line in Tariff No. 114 Series.

Ocean and rail rates from New York to points in Mexico are published by the Railway Association of Mexico.

The all rail rates are made on the lowest legal combination. For example, if you had a shipment moving from Rochester, New York, to Mexico City, Mexico, you could use the individual issues of the New York Central Lines from Rochester to East St. Louis, Southwestern Lines Tariff to the Rio Grande Crossing, and the Tariff of the Mexican Lines beyond, or the rate could be computed on the Buffalo, Rio Grande River Crossings combination, or the Cincinnati, Rio Grande River Crossing combination.

§ 19. Application of Tariffs from Trunk Line and New England Territories to New Mexico.

Through rates, both class and commodity, are published to Arizona and New Mexico points, in Trans-Continental Tariff No. 1 Series.

To points in Arizona, not provided for in this tariff, combination rates apply, and can be made by adding to the rates published in Trans-Continental Tariff No. 1 Series the local rates of the Arizona lines.

To points in New Mexico, not provided for in Trans-Continental Tariff No. 1 Series, rates are made on the Mississippi River combination, as provided for in this Chapter under Section 8.

§ 20. Application of Tariffs from Trunk Line and New England Territories to California Terminals and Intermediate South Coast Points.

Through rates, both class and commodity, to California Terminals and intermediate territory, are published in Trans-Continental Tariff Series No. 1. The intermediate

territory comprises points in Arizona, California, Nevada, New Mexico, Oregon (points as shown in Trans-Continental Circular No. 16 Series), and Utah, located on the Arizona Eastern Railroad, Arizona and New Mexico Railway, Arizona Southern Railroad; Atchison, Topeka & Santa Fe Railway; Atchison, Topeka & Santa Fe Railway (Coast Lines); Atchison, Topeka & Santa Fe Railway (Santa Fe, Prescott and Phoenix Lines); Central California Traction Company, Crescent City Railway; El Paso, Southwestern System; E. V. Rideont Company; Las Vegas and Tonapah Railroad; Minkler Southern Railway; Morenci Southern Railway; Modesto and Empire Traction Company; Nevada, California, Oregon Railway (Reno, Nevada, only); Northern Electric Railway Company; Northwestern Pacific Railroad; Oakland, Antioch & Eastern Railway; Petaluma & Santa Rosa Railway; Pacific Electric Railway; San Diego & Southeastern Railway; Peninsular Railway Company; San Pedro, Los Angeles & Salt Lake Railroad; Sacramento & Woodland Railroad; Santa Marie Valley Railway; Southern Pacific Company; Sunset Railway; Tonopah & Goldfield Railroad; Tonopah & Tidewater Railroad; Tidewater Southern Railway; Bull Frog Goldfield Railroad; Visalia Electric Railroad; Boca, Loyalton & Western Pacific Railway, to other points combination rates apply.

This tariff is to be used in connection with Trans-Continental Freight Circular No. 16 Series. In making shipments to points, covered by this tariff, it should be read very carefully, as it contains its own rules and exceptions to classification, which set aside the rules of the Western Classification. It also contains rates on numerous commodities, both carload and less than carload. Consult the commodity index and read general application of tariff routing, notes, etc.

§ 21. Application of Tariffs from Trunk Line and New England Territories to Canadian Freight Association Territory.

Through rates to Canadian Freight Association Territory, principle and basing points, are published in the same manner as indicated under Section Two (2) of this Chapter.

The tariffs naming rates to Central Freight Association points contain rates to the principle points in the Province of Ontario. The rates to other points, are published in practically the same manner, where through rates are in effect.

Where no through rates are in effect, the local rates of the Canadian Lines, applying beyond the basing points are to be added to the rates published to the Canadian Basing points, to make through rates. In addition to this, through ocean rates are published by the Plant Line, applying on shipments between Boston, and Halifax and Hawkesbury, N. S., and Charlottetown, P. E. I.

Through rates are also published by the Eastern Steamship Corporation, applying from Boston, Massachusetts, New York, New York and Portland, Maine, to Pointe Du Chene, N. B., applying on traffic destined to points on the Charlottetown Steamship Navigation Company, and Prince Edward Island Railway.

The Eastern Steamship Corporation, also publish proportional class and commodity rates, applying between Boston, Massachusetts, Portland, Maine, and St. Andrews and St. Johns, N. B., these proportional rates are used to construct rates to points where no through tariffs are in effect.

§ 22. Application of Tariffs from Trunk Line and New England Territories to Winnipeg and Canadian Northwest Points.

From Trunk Line and New England Territories to Winnipeg, and the Canadian Northwest Points, there are no through rates, except to the British Columbia Coast Terminals and points taking arbitraries higher. Through rates to these points are published in Trans-Continental Tariff Series No. 4. Rates to other points are made on the St. Paul, Minnesota Transfer, Duluth, Port Arthur or Fort William combination. The tariffs applying to the basing points enumerated above are published in the manner indicated under Section 7 of this Chapter.

The tariffs applying beyond the points indicated are published by the individual carriers operating beyond St. Paul, Minnesota Transfer, Duluth, Port Arthur or Fort William. For instance, if you had a shipment moving from Baltimore, Md., to Vancouver, B. C., you would find a through rate published in Trans-Continental Tariff No. 4 Series. If the shipment were to move from Baltimore to Winnipeg you would make a combination on Minnesota Transfer or Duluth. The rate up to Minnesota Transfer or Duluth would be published in the manner indicated under Section 7 of this Chapter.

Beyond Minnesota Transfer, the rates are published in a Joint Tariff of the Great Northern Railway, Minneapolis, St. Paul & Sault Ste. Marie Railway, and Northern Pacific Railway. The Northern Pacific Serial number on this Tariff is No. 622 and is issued by the traffic department of the Great Northern Railway.

This tariff also applies:

(1) To points on the Brandon, Saskatchewan & Hudson's Bay Railway (in Manitoba);

(2) To points on the Canadian Northern Railway (in Ontario, Manitoba, Saskatchewan and Alberta);

(3) To points on Canadian Pacific Railway (in Manitoba only);

(4) To points on the Manitoba, Great Northern Railway (in Manitoba), and

(5) To points on the Midland Railway Company of Manitoba.

Rates beyond Minnesota Transfer, are also published by The Canadian Northern Railway. Beyond Fort William or Port Arthur, when shipments are destined to points on the Canadian Pacific Railway, the rates are published by the Canadian Pacific Railway.

§ 23. Application of Tariffs Naming Proportional Rates from Trunk Line and New England Territories to Peoria, Ill., on Shipments Destined to Idaho, Montana, North and South Dakota.

The tariffs of the Eastern Lines as shown in Section No. 2 provide for the application of Chicago rates to Peoria as proportional rates on shipments destined to Points in Idaho, Montana, North and South Dakota and Minnesota. The basis of rates can be used when not in conflict with through published rates. The application of tariffs from Peoria to Idaho, Montana, North and South Dakota and Minnesota will be given in a subsequent volume, under the heading of Western Trunk Line Applications.

§ 24. From Trunk Line and New England Territory to North and South Pacific Coast Terminals, Proportional Rates on Shipments Destined to Alaska and Hawaiian Islands.

Proportional rates to the North Pacific Coast Terminals on traffic destined to Alaska and Hawaiian Islands, are

published in Trans-Continental Tariff No. 4 Series. Shipments destined to Alaska and Hawaiian Islands can also move through the ports of San Francisco and San Pedro, California. Trans-Continental Tariff No. 1 Series authorizes the same rates to San Francisco and East San Pedro, applying on this traffic as are published to Seattle, Washington, in Trans-Continental Tariff No. 4 Series.

§ 25. Application of Tariffs from Trunk Line and New England Territories to Madison, Janesville, Beloit, Watertown, Fort Atkinson and Other Wisconsin Points to Which No Through Rates are Published.

From Trunk Line New England Territories there are no through rates to Madison, Janesville, Beloit, Fort Atkinson, and other Wisconsin points. Combination rates can be made on Milwaukee, Waukesha, Rockford, or Kenosha, by adding the local rates of the lines operating to these points, in Wisconsin, to the rates published in the tariffs as shown under Sections 2, 3 and 4 of this Chapter.

Note.—The following reference applies to Lake and Rail, Canal and Lake, and Canal, Lake and Rail Tariff Applications, as found on pages 56, 206 to 220, inclusive, of this volume:

In considering the application of lake and rail, canal and lake, and canal, lake and rail tariffs, as presented in this volume, it should be understood that the conditions governing the application of these tariffs are undergoing decided changes, owing to the recent decision of the Interstate Commerce Commission, which has compelled most of the important railways, heretofore operating lake lines, to cease their operation and dispose of the vessels belonging thereto.

At the present time the Grand Trunk and the Lehigh Valley are the only two interstate railroads still operating steamers upon the Great Lakes, and litigation is now pending for the purpose of compelling the Lehigh Valley to discontinue such service.

In order to overcome this tremendous handicap to lake service, which the compulsory action of the lake carriers has caused, a company known as the Great Lakes Transit Company has been incorporated for the purpose of operating a large number of vessels upon the Great Lakes and thus continue the service heretofore supplied by the individual railways. It is anticipated that through rates will be established along similar lines as previously existed, and that the situation will assume the same general aspect as it did before the abolishment of the individual lake lines.

The applications, as presented in this volume, represent the situation immediately before the Interstate Commerce Commission's decision caused the railroads to dispose of their lake lines. While the new rates that are now being compiled and published may, to a certain extent, affect these applications, it is understood that they are fairly representative of the situation as it will finally develop and they are supplied as the only available information, at the present time, covering the general lake and rail situation.

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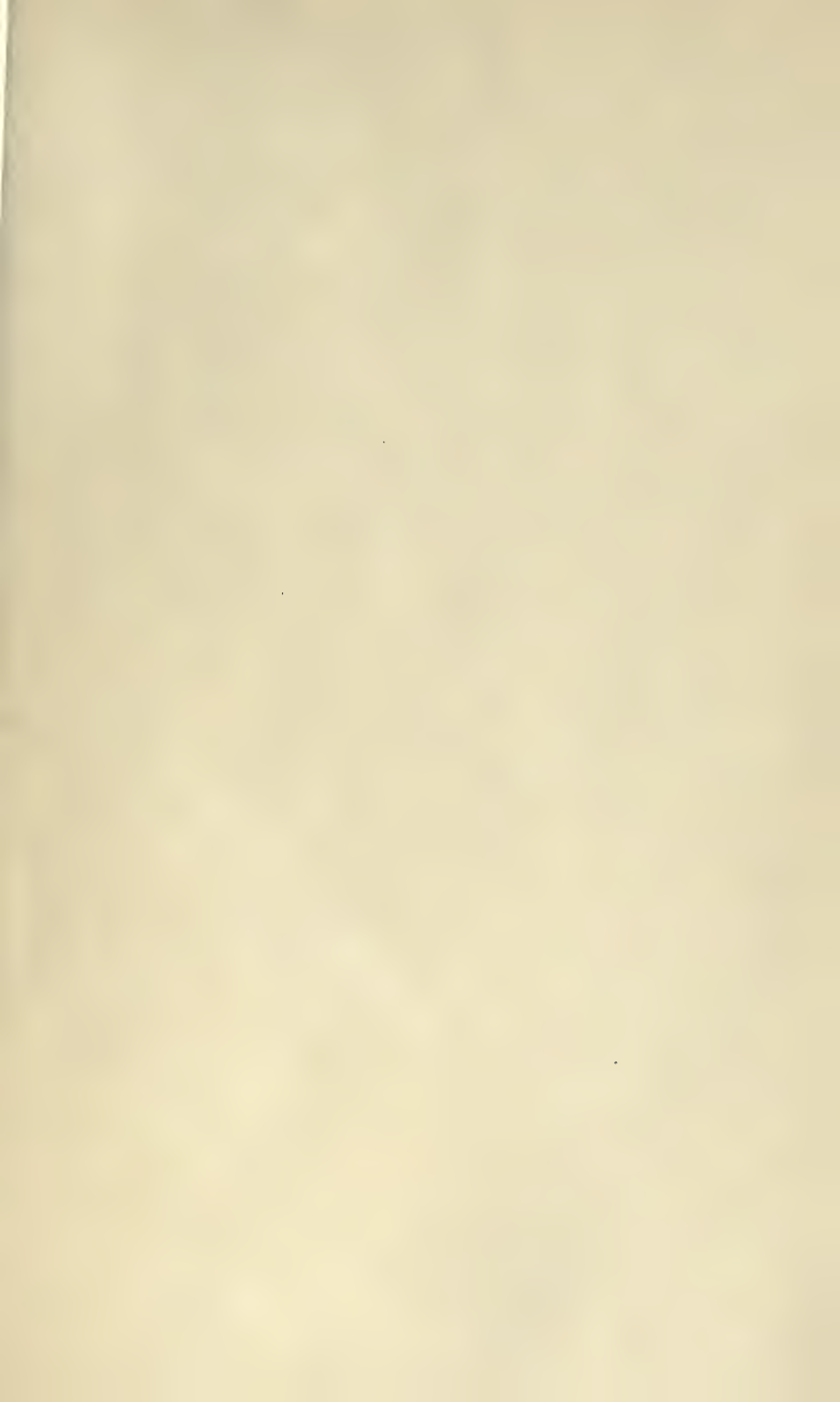
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